Special Report: New worldwide trends in **concrete crosstie** design and use ..... p. 28

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November 6, 1961

# RAILWAY AGE WEEKLY

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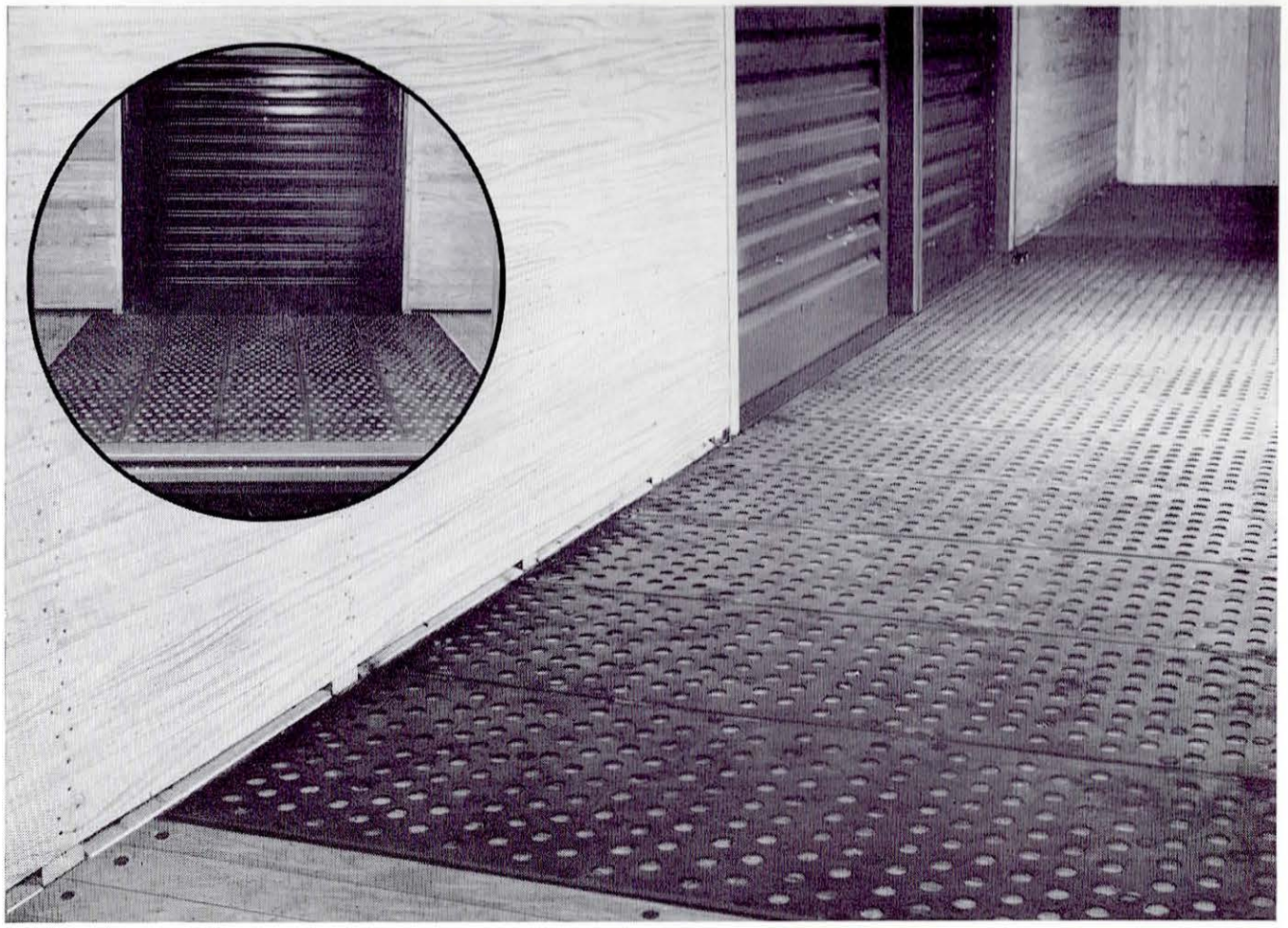
# Why Eastern RRs Face a Crisis ..... p. 18

## *from STANDARD*—floor protection for 20 years—and more!



# STANDARD Floor Protectors cut car floor repair costs... add years of service!

Installations made twenty and more years ago point out the exceptional service life offered by Standard Floor Protectors. Many of these early applications, made at the doorway only where destructive traffic is at its worst, have outlived the basic floor itself.

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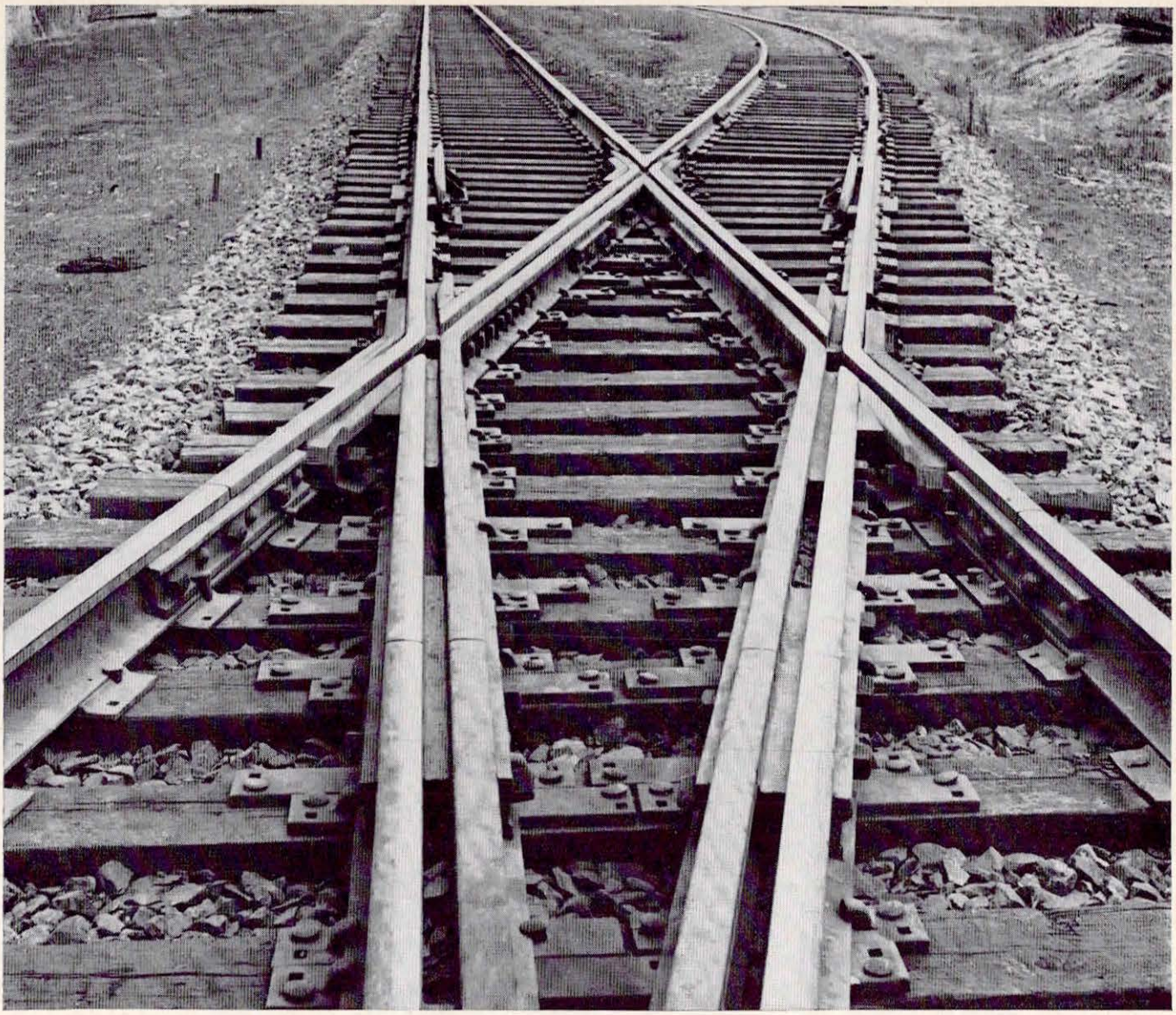

# HOOK TWIN TIE PLATES

**. . . fit under nearly any track structure**
**. . . eliminate the need for special tie plates**
**. . . anchor more securely than spikes alone**

You can fit a pair of Bethlehem Hook Twin tie plates under most any track structure, whether it be a frog, crossing, guard rail, or switch. They offer economies by eliminating the need for a variety of special tie plates. And you'll find that Hook Twins anchor more securely than spikes alone.

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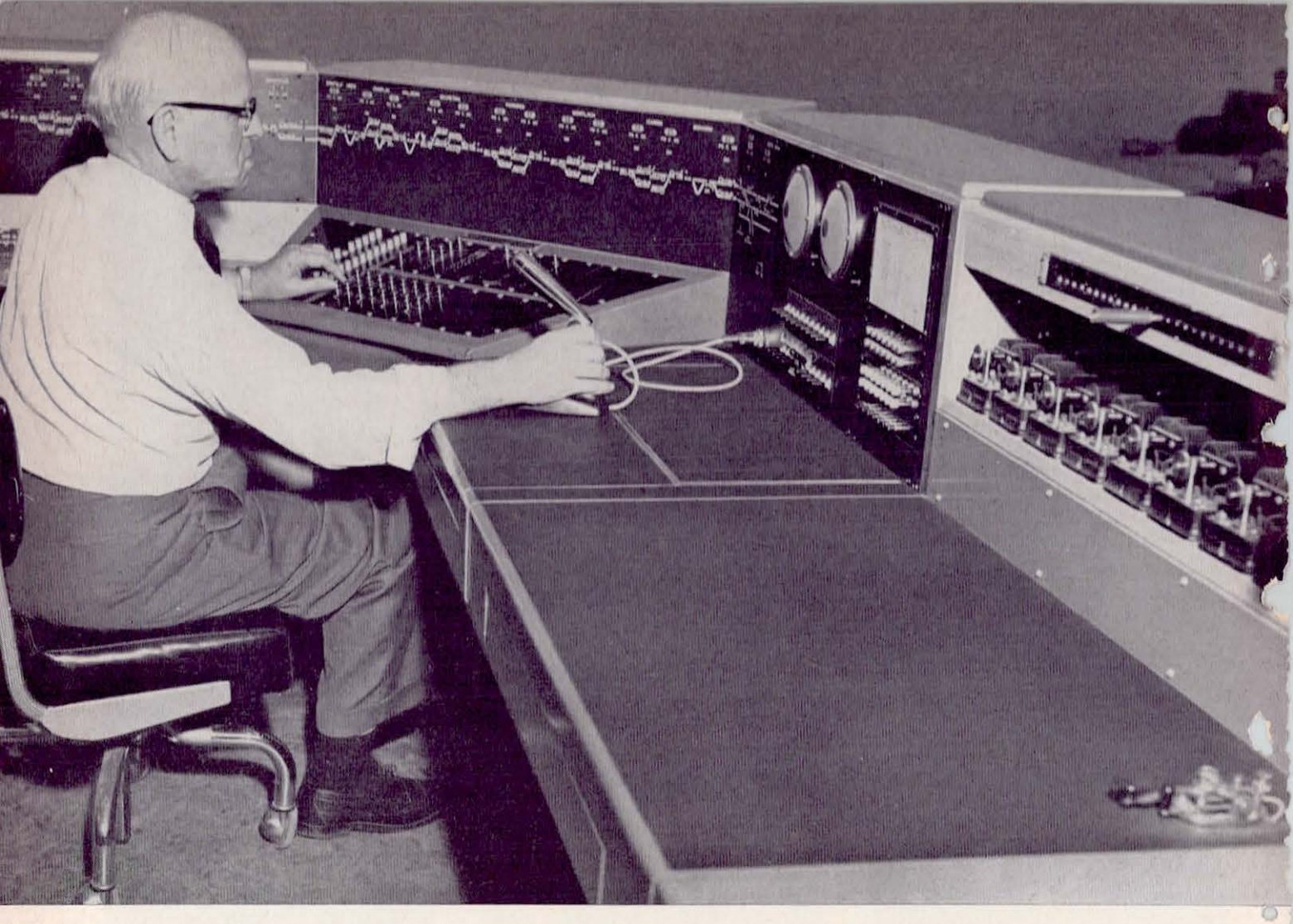

# Canadian Pacific controls 110 miles of single track with this new Union Traffic Control Center

The Canadian Pacific Railway recently installed a Union Traffic Control Center on one of the busiest sections of CPR track in Western Canada . . . and abandoned one of the prior two tracks.

The new unit controls 110 miles between Moose Jaw westward to Swift Current, Saskatchewan. In this busy 110-mile stretch are ten sidings, each capable of handling 150-car freight trains. A total of 25 locations are controlled by this new Union Traffic Control Center.

With Union Traffic Control Centers, railroads can consolidate control in strategic locations and ultimately control an entire railroad from one central point. The Traffic Control Center is flexible. It expands vertically and horizontally to accommodate additional track diagram modular units. In fact, the Canadian Pacific Railway will be able to control train movements eastward from Moose Jaw to Broadview, Saskatchewan, a distance of 134 miles, by adding another tier of track modules to this Traffic Control Center in Moose Jaw.

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RAILWAY AGE

# WEEK AT A GLANCE

Nov. 6, 1961 • Vol. 151, No. 19

## ORT wins 'job freeze' on SP

The union's president says the SP-Telegraphers job-security pact could become a pattern for disposition of similar cases on other roads .....p. 9

## Santa Fe's new coal hoppers unload fast

The 60 all-welded cars, designed for use with a remote control switcher, have dump doors that can be opened in six seconds and closed in twelve .....p.14

## Why Eastern railroads face a crisis

Here is a Railway Age special report detailing some of the major reasons why railroads in the Eastern District are flying distress signals .....p.18

## ACL pushes passenger sales

Americans will be doing a lot of traveling in the next 10 years — and "they are going to travel by rail, if we have anything to do with it," says the Coast Line's president ....p.27

## Worldwide trends in concrete crossties

Reasons for the steadily increasing popularity of concrete crossties were enumerated recently for a New York audience of railway maintenance men .....p.28

## C&NW seeks to drop '400's'

The Twin Cities "400" and the Rochester "400" are losing money at the rate of $6,500 a day, North Western told the ICC in its train-off plea .....p.34

## The Action Page—RRs attaining essential unity

Railroads recognize that the problems common to the industry are vastly more important than the problems facing any single element of the industry .....p.44

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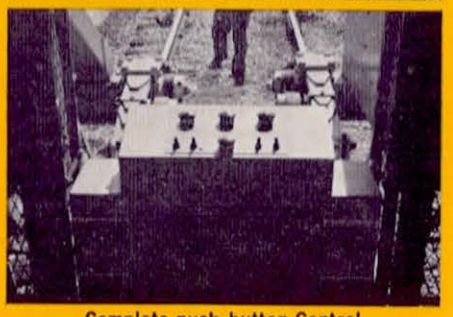

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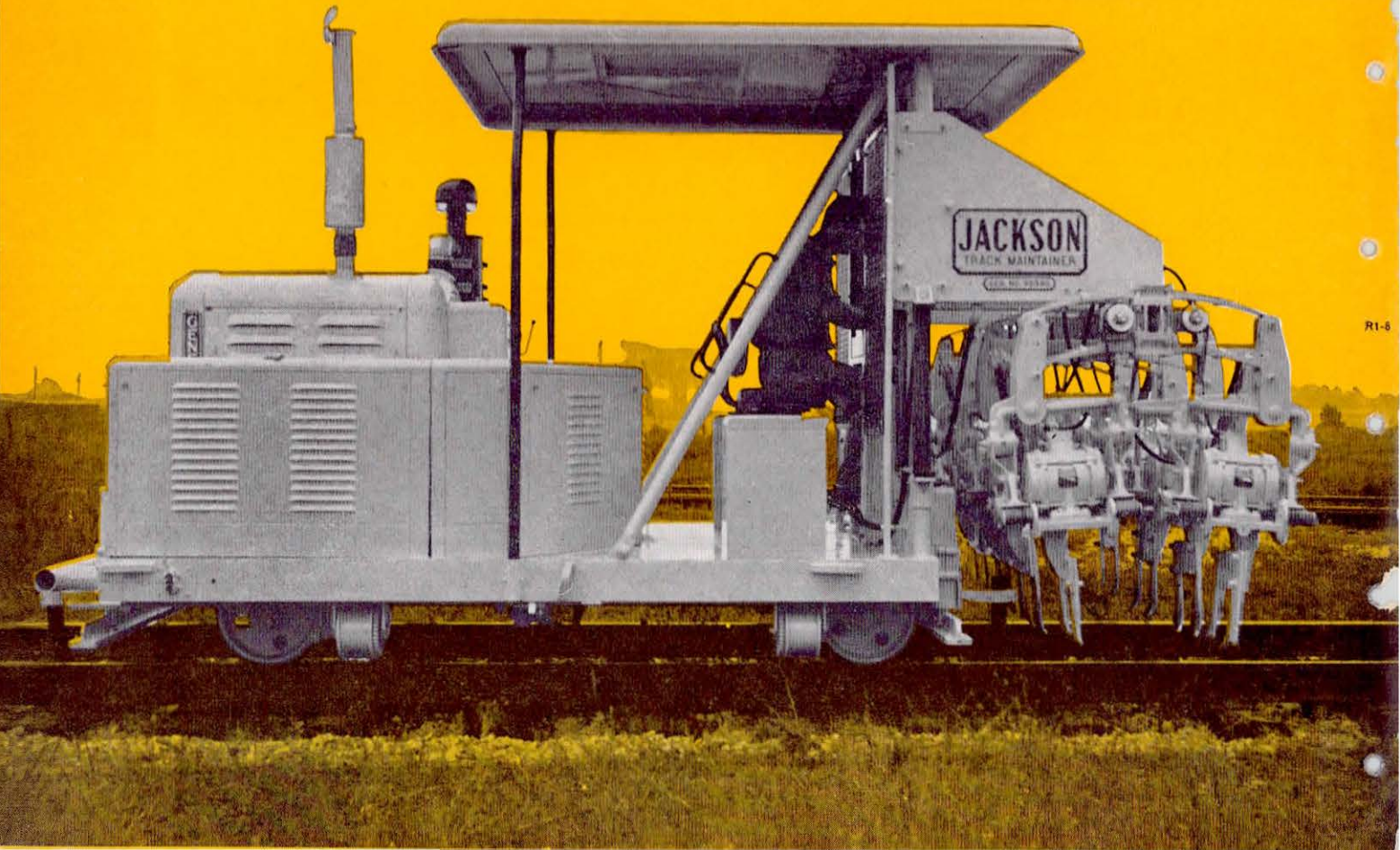


R1-8

# WEEK AT A GLANCE

*Short and Significant*

## Freight-car orders . . .

in the current fiscal year will total approximately 50,000, compared with 39,930 in the year just ended, predicts American Steel Foundries President Joseph B. Lanterman.

## Class I railroads installed . . .

31,038 new freight cars during the 12 months ended Sept. 30, 1961. They retired 78,183 cars during the same period, according to the AAR.

## A proposed one-day work stoppage . . .

by Trainmen to dramatize the plight of eastern commuter roads would be an "irresponsible" action which the BRT would not support, says the union's national president, W. P. Kennedy.

## Latest wage demand . . .

has come from the American Railway Supervisors Association. ARSA wants a $50 per month wage increase, plus improved vacation allowance, holiday pay and a supplemental pension plan.

## Severance pay, automation and job attrition . . .

will get priority consideration when Canadian non-op unions go into a huddle this week to see what demands they will make on railroads when contracts expire at year end.

## The San Francisco Bay Area rapid transit plan . . .

is entering the approval stage. Full details of the 103-mile, $939-million system are now in hands of county supervisors; public hearings will begin shortly.

## Another suit against eastern railroads . . .

has been filed by the Pennsylvania Motor Truck Association, following Supreme Court dismissal of its anti-trust case. The new action asks $217,358 in "common law" damages.

## Current Statistics

| | |
|---|---|
| Operating Revenues | |
| 8 mos., 1961 | $5,998,152,727 |
| 8 mos., 1960 | 6,458,334,573 |
| Operating expenses | |
| 8 mos., 1961 | 4,828,611,554 |
| 8 mos., 1960 | 5,116,255,934 |
| Taxes | |
| 8 mos., 1961 | 651,505,797 |
| 8 mos., 1960 | 702,021,711 |
| Net railway operating income | |
| 8 mos., 1961 | 256,173,579 |
| 8 mos., 1960 | 398,984,854 |
| Net income estimated | |
| 8 mos., 1961 | 140,000,000 |
| 8 mos., 1960 | 278,000,000 |
| Carloadings revenue freight | |
| 42 wks., 1961 | 23,016,406 |
| 42 wks., 1960 | 25,216,830 |
| Freight cars on order | |
| Oct. 1, 1961 | 10,133 |
| Oct. 1, 1960 | 21,662 |
| Freight cars delivered | |
| 9 mos., 1961 | 25,139 |
| 9 mos., 1960 | 43,719 |

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# ORT Wins 'Job Freeze' on SP

► **The Story at a Glance: Settlement of the dispute between the Southern Pacific and employees of its Pacific Lines who are represented by the Order of Railroad Telegraphers marked a breakthrough for extension of the principles of job protection to employees adversely affected by technological and organizational changes. Heretofore, such protection, provided by the so-called Washington Agreement and the Transportation Act of 1940, has been available only to employees affected by mergers, coordinations and abandonments approved by the ICC.**

**The extension was recommended in an emergency-board report (RA, Sept. 25, p. 61), and the agreement which implements that recommendation was mediated under the auspices of Secretary of Labor Goldberg. He called the agreement a "landmark settlement," and ORT President George E. Leighty hailed it as the "most far-reaching agreement yet completed to stabilize employment in the job-shrinking railroad industry." It gives other railroad unions "something to shoot at," Mr. Leighty also said, adding that ORT considers it a pattern for settlement of like cases it has pending on other roads —"one or two of which we'll take on shortly."**

The Order of Railroad Telegraphers has won from the Southern Pacific's Pacific Lines a job freeze for its members presently employed there and protection under the so-called Washington Agreement for members laid off since April 24, 1958, and those employed in the future and subsequently laid off. Exceptions are layoffs as a result of line abandonments and installations of centralized traffic control.

That's the gist of the settlement of the 3½-year-old case in which an emergency board recommended extension of the principle of job protection to the employees involved. The settlement was mediated under the leadership of Secretary of Labor Goldberg who intervened after ORT-SP meetings on how the emergency board's recommendation should be implemented came to a stalemate, resulting in an ORT strike threat. Other government representatives in the mediation proceedings were Francis A. O'Neill, Jr., a member of the National Mediation Board, and Undersecretary of Labor W. Willard Wirtz.

As summarized and interpreted by ORT President Leighty, the agreement "establishes complete security of employment for all employees currently in service and extends to employees hired in the future job security and job protection provisions previously given only in the case of consolidations and mergers." The latter protection is provided by extension of the Washington Agreement to those employees, and the settlement also provides for extension of like protection to ORT members laid off by SP since April 24, 1958, when the case got started.

There is also a provision stipulating that employees now assigned to regular five-day jobs, including extra employees, will be guaranteed a 40-hour week or pay in lieu thereof. Costs of putting all such jobs on this full-time basis and of giving Washington-Agreement protection to employees laid off since April 24, 1958, will comprise the principal immediate increases in SP expenses. Mr. Leighty conceded that making full-time jobs out of all present positions might involve some "make-work" arrangements, but he insisted that it will be work "useful to the railroad."

The agreement provides for a base of 1,000 five-day positions for ORT members, and that this number will not be reduced "except to the extent of technological or organizational change or a change in the volume or composition of traffic." The present employees who get the job freeze are those with seniority as of Sept. 15. There are 946 of them, so the 1,000-job base includes 54 more positions than those now filled. No additional employees have to be hired, but no one will be laid off until the elimination of positions brings the base down to 946.

Mr. Leighty said this requirement that the "kitty be used up" amounts to a job freeze for five years. Generally, the number of positions in the base may be reduced on a showing that the work is no longer there. Under ORT's previous agreement, which remains in effect, jobs cannot be abolished by transfer of work. Moreover, there are other provisions in the settlement stipulating that the annual reduction in the number of positions shall not exceed the rate at which employees leave

## Work Rules Commission: Money Badly Spent?

At least one operating union chief feels that the time and money spent by the Presidential Study Commission in its investigation of railroad work rules and wages was a waste of both. BRT President W. P. Kennedy, who in June 1960 signed a letter asking the carriers to join in the establishment of a tri-partite study commission, said in a speech last week:

"The cost of this inquiry will total several millions of dollars extracted from an industry and its workers. It occurs to me that such a vast amount of talent and energy could have been better put to the constructive purpose of planning an aggressive program to recapture lost business which the railroads can handle more economically than any other form of transportation and to increasing new business rather than splitting hairs on an interpretation of some work rule the reason for whose existence is real enough to both parties.

"We should have learned without the need of another Presidential commission, that whenever a management and its workers are pitted against each other in this way it is a competitor who takes advantage of the situation for his own benefits."

the service by reason of death, retirement, resignation, dismissal or promotion—and in no case may it exceed 2% of the base. Thus the present limit, with the 1,000-job base, is 20 positions.

As to the exception for centralized traffic control projects, Mr. Leighty estimated that this may mean a loss to ORT members of about 10 jobs a year for four or five years. The abandonment exception, he thinks, will mean the loss of only one ORT member's job next year.

Another provision of the settlement is that any reduction in the number of station agencies in excess of five in any calendar year may be placed in effect only through conferences and agreement between ORT and SP. It is also provided that employees shall be given not less than 96 hours' notice if their positions are to be abolished, and that ORT be given 90 days' notice of discontinuance of positions because of technological or organizational changes.

Questions regarding application of the Washington Agreement to past and future employees will be settled by arbitration if an agreement cannot be reached.

(A statement from the railroad summarized the settlement's provisions, mentioned SP's willingness to negotiate on the basis of the emergency board report, and added: "We appreciate very much the interest of Secretary of Labor Goldberg which resulted in avoiding a strike. . . .")

## Travel Writers Cite CB&Q For 'Original' Publicity

Chicago, Burlington & Quincy has won top honors in the 1961 Midwest Travel Writers' Association ninth annual awards for travel publicity efforts.

Burlington and American Airlines tied for first place in the category of Most Original Travel Promotion Idea. Len Barnes, chairman of the MTWA awards committee, said Burlington was picked for promoting its spring and autumn tours to the Colorado Rockies "with bands, costumed attendants and hoop-la not generally associated with railroads." This is the first year that any railroad has been nominated to receive the award.

MTWA President Paul McMahaon, Milwaukee Journal travel editor, will present a plaque for the award to Burlington Public Relations Director A. M. Rung at a dinner of Chicago and Midwest travel industry personnel in Chicago's Hotel Knickerbocker Nov. 11. Voit Gilmore, head of the U. S. Travel Service, will be a featured speaker at the dinner.

# WATCHING WASHINGTON WITH WALTER TAFT

• **PRESENTATION ON DEPRECIATION** is being prepared by the railroads for submission to the Treasury Department. The objective is to obtain from Treasury's Bureau of Internal Revenue a ruling that depreciation terms of 15 years of rolling stock and 20 years for other railroad property may be used for income-tax purposes.

**SUCH A RULING** would do administratively what the railroads have been trying to get Congress to do by legislation. The 15-and-20-year proposal has been a top priority item on the industry's legislative program.

**PROSPECTS** for favorable action by the Internal Revenue Bureau are quite bright. The shorter depreciation terms recently allowed for textile machinery, a matter on which President Kennedy took the initiative, pointed up the Administration's position to grant "more realistic" allowances.

**THAT WHITE HOUSE ANNOUNCEMENT,** and subsequent statements by Secretary of the Treasury Dillon, revealed that shorter depreciation terms would be considered for all industries. Textile machinery got terms of 12 and 15 years, down from 25 years. What other industries may get "will depend upon their particular conditions and circumstances," the White House said.

**THE RAILROADS** are going all out to show that their situation calls for the 15-and-20-year plan. Their presentation is being prepared by a committee of officers who have the AAR's general solicitor, William M. Maloney, as their counsel. They plan a comprehensive presentation, including material from manufacturers of equipment and supplies.

**THE LATTER** will be embodied in a report prepared by the Railway Progress Institute under the direction of its president, Holcombe Parkes. The importance RPI attaches to the matter was emphasized by a bulletin in which Mr. Parkes said the institute's staff was "dropping all other work and enlisting the aid of everyone within reach" in order to comply with the railroad committee's request.

**BIR RULINGS** on the railroad plea, and similar presentations of other industries, are not expected until next spring, but there is hope that they will apply to the entire year 1962. Rulings for all industries which may qualify for the relief will be announced at the same time.

**THIS PROGRAM** is regarded by the Administration as only one phase of a two-part plan for helping American industry modernize to meet foreign competition. The other phase is the proposed investment incentive in the form of a tax credit which the Administration was unsuccessful in selling to Congress last year. This proposal has now been modified, and Secretary Dillon says he is assured that the House Ways and Means Committee will give the new version prompt consideration in 1962.

**THE ORIGINAL VERSION** was appraised in the railroad industry as something which wouldn't help much generally. On the other hand, it might have helped individual roads if they were relatively well-off and thus had tax liabilities against which to apply the proposed credits.

# NEWEST ST. LOUIS CARS FOR THE SOUTHERN PACIFIC LINES AND UNION PACIFIC RAILROAD

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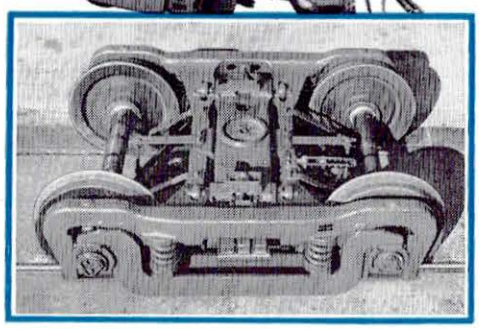

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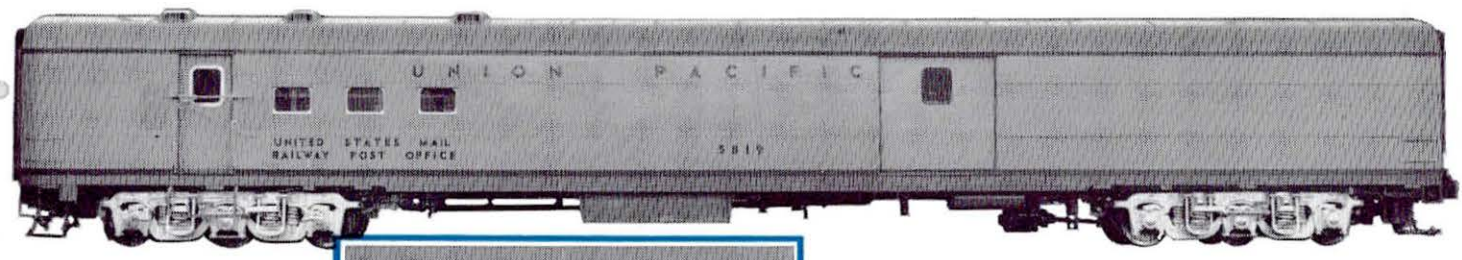


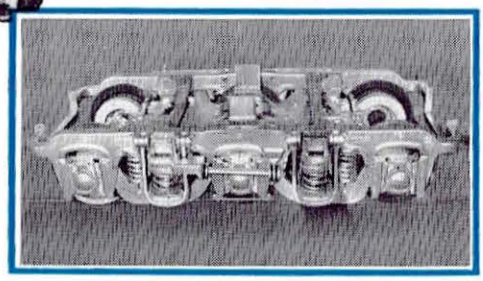

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# Piggyback for Private Autos?

To the Question and Answer Editor:

The article "Piggyback for Private Autos?" carried in your October 9 issue [RA, Oct. 9, p. 16] represents another new stimulating concept in the field of railroading.

I am convinced this has considerable merit and would be a public service unmatchable by any other mode of transportation.—*D. E. Towers, district manager—sales, Frisco.*

•

To the Question and Answer Editor:

As a subscriber to this publication, I have been reading with interest the articles, "Piggyback for Private Autos?"

In 1939, and again in 1940, I used such a service and it was wonderful. In 1939 I shipped my Packard car from Philadelphia to Seattle, and return from Los Angeles to Philadelphia.

This was via the Pennsylvania and Great Northern west, and Santa Fe and Pennsylvania east.

The cost was a first-class ticket for the car in conjunction with two first-class for the passengers, the two of us.

I drove my auto into a box car at the Philadelphia yards where it was "lashed" to the deck of the car by rope from the front and back bumpers. It was either the fifth or sixth morning later that I went to the yard in Seattle and drove my auto out of the same box car. There wasn't even too much dust on it. In addition, all of our bulky luggage was put in the trunk of the auto.

The next year I did the same thing—from New York to Phoenix west, and San Francisco to New York east.

This was a great service and not too costly. I do feel that such a service could be an attraction for people going from New England and New York to Florida, or Chicago to Florida or to the far west.

The trip from Seattle to San Francisco as mentioned in your magazine [RA, Aug. 28, p. 46] is not a fair trial, as the distance is not enough, and neither place is a "resort" like Florida or Arizona where people go for an extended stay.

I feel that if this kind of service were again available it would be used, if it were known. I sure would use it to Florida each year.—*Henry Ferne, 2nd, House of Representatives, State of Connecticut.*

**A forum for railroaders** who want to explore questions of importance to their industry, this department welcomes both questions and answers from readers at all levels of responsibility in the industry and associated fields. We'll pay $10 to any reader submitting a question that forms the basis for a column discussion. Address correspondence to Question and Answer Editor, Railway Age, 30 Church St., New York 7, N. Y.

# Limit Train Time at Stations?

To the Question and Answer Editor:

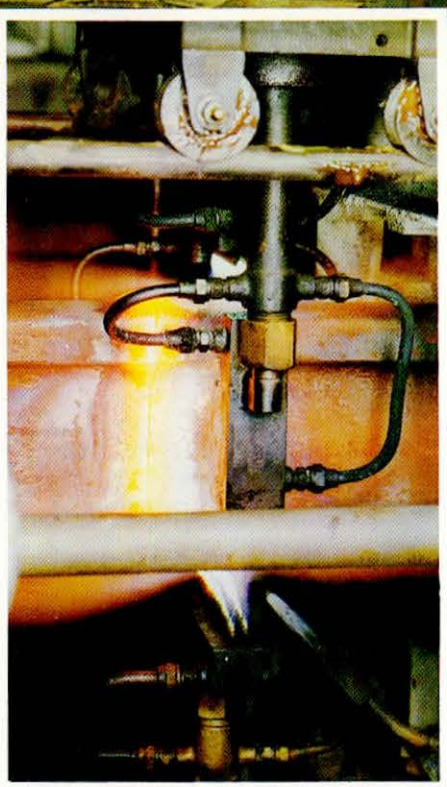
The Aug. 21 issue of Railway Age contains a very interesting article on the subject of mail-and-express trains now being operated by the Pennsylvania between New York and Washington [RA, Aug. 21, p. 12]. Solid mail-and-express trains are not new, but one feature of this service is definitely new and, it seems to me, very significant. The fourth paragraph of the article contains the following: "When a train absorbs its working time at a station," Mr. Flait remarks, "it has to leave, whether all the mail is loaded or not."

To those of us who struggle with the problem of train performance, it seems clear that a policy of permitting any train—and, most especially, passenger trains that also handle mail—to leave a station after its working time was consumed, even if the mail were not all loaded, would make a great difference in the operation of passenger and mail trains nationwide. While the problem may be worst during the Christmas season, it is by no means limited to that period. It is not at all unusual, for example, for trains to be seriously delayed on Monday or Tuesday loading or unloading next Sunday's newspaper supplements that could just as well go on the next train or even the next day. What happens under present practice is that no train may leave any station until released by the postal clerk, if there is one, or, if there is not, until every piece of mail is loaded. This means that trains already running late wait at each station to load the very last bag of advertising matter or newspapers or to transfer mail from the RPO car to the storage car and thus go into their terminals so late that they miss connections. This not only gives the impression that the government feels that mail is more important than people but also delays the bulk of the mail. How much better it would be if, instead of waiting at intermediate points for the very last of the mail to be loaded, trains were released after a certain time and thus made their schedules, at least for the passengers and the great majority of the mail. Holding limitlessly at each station means that everybody and *all* the mail is likely to be late.

Another facet of this problem is the hard-and-fast rule that no train may leave a connection point without every sack of mail off any inbound train that arrives in the station before the outgoing train departs. This means that the road running the outbound train is often unwilling to wait even a few minutes for the inbound train.

The significance of this problem seems to have been missed by the postal authorities, who seem to feel that a blanket policy of never letting any train leave anywhere until every last available piece of mail has been loaded or unloaded is serving the general public. Actually it is rather obviously doing the reverse. Furthermore, a limit on train time at stations would probably result in faster handling of mail into RPO cars, with more sorting en route and less at the door of the car. Anyone who has ever watched a lot of mail going into an RPO car at night will recognize the problem.—*C. L. Marsh, Jr., trainmaster, New York Central.*

# How much does rail welding really cost you?



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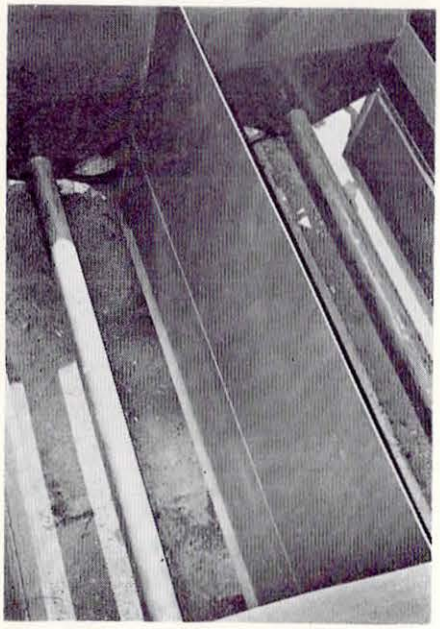
**RAPID UNLOADING** is made possible by air-operated hopper doors; single valve opens all twelve.

# New Coal Hoppers Unload Fast



**HOPPER DOORS** are placed longitudinally along sides of center sill; steep slopes in car's interior speed unloading.

Santa Fe shops at Topeka, Kan., have turned out 60 all-welded hopper cars that are designed for use with a remote control switcher for unloading coal (RA, Aug. 14, p. 36). The cars won't see actual service until early 1962. They are now stored on a siding at Grants, N.M., awaiting completion of Arizona Public Service Company's new power plant at Joseph City, Ariz. APS will use the cars in captive service hauling coal from the mines around Gallup, N.M., to Joseph City.

To provide free flow of lading, the cars have 75-deg slope sheets and six air-operated longitudinal dump doors, three on each side of the center sill. The doors can be opened in six seconds and closed in 12 by three air-operated motors, each of which controls two doors. These motors are governed by two operating valves at diagonally opposite corners of the car. A separate air line from the locomotive supplies the car reservoir, air motors and operating valves.

The only manual operations required when a car is spotted for unloading are to throw a safety latch to clear the 4-way operating valve, and to move the 4-way handle to unload position from neutral. When the coal has been discharged, the handle is moved to close door position, a few seconds later to neutral, and then the safety latch is thrown to secure valve handle in neutral. The latch eliminates accidental dumping.

Inside length of the car is 39 ft, 9 in.; inside width, 9 ft, 9⅝-in. Height from the bottom of the door opening to the top of the side angle is 10 ft. 5 in. Truck center distance is 47 ft. Trucks are ASF A-3 Ride-Control with 2½-in.-travel springs, 6½ x 12 axles and multi-wear wrought-steel 36-in. wheels. Weight of one truck is 10,800 lb. Unit brake beams, Atlas lubricator pads and DO journal stops are used.

Equipment includes Westinghouse air brakes, Champion-Peacock hand brake, SAB slack adjusters and Chicago Pneumatic air motors.

# REA Defends Container Rate

► **The Story at a Glance: Commodity tariff No. 52, under which REA Express proposes flat charges per container for freight of all kinds on 1,180 routes linking 35 major shipping points across the nation, is scheduled to become effective Nov. 13 (RA, Oct. 23, p. 32). The container rate has drawn heavy protests in petitions for suspension from motor carrier groups who charge generally that it is discriminatory, that it is uncompensatory—and that it would be seriously damaging to motor carrier traffic. Last week REA answered these charges before the ICC Board of Suspension.**

REA has had in progress for the past two and one-half years, the agency told the Board of Suspension, "a continuous study of container technology with the purpose and goal of developing it and pricing it so as to make it available to the public generally for the movement of small shipments."

Study and experiments resulted, REA said, in a tariff that establishes all-commodity rates for shipments loaded by the shipper in containers with a maximum cubic capacity of 101 cu ft, a maximum net loading weight of 3,000 lb, and a maximum gross weight of 3,500 lb. The rates are expressed in the form of charges per container movement on a point-to-point basis between 35 cities under one section of the tariff and from five cities to 24 cities under another section.

This tariff, REA commodity tariff No. 52, was filed to become effective Nov. 13. In announcing the new service under the tariff, called "Unit-Pak," REA said that it would make available in the small shipments field some of the benefits large shippers are able to get from Plan II and Plan III piggyback.

Motor-carrier protests—from 33 carriers and freight associations— contended that the rates were unreasonably low, that they were discriminatory against points not included, that they would not be compensatory and that they would have a destructive effect upon motor carriers. As the Eastern Central Motor Carriers Association petition put it, "To permit the railroads to undercut the rates of the motor carriers when the operations of the Railway Express Agency are becoming more and more in the nature of motor-carrier operations is to permit the entry of the railroads into the motor carrier field by the back gate when they may not come by the front."

In reply, REA argued that the tariff should be allowed to become effective without investigation and the protests against it should be rejected, because:

- "Less-carload and less-truckload rates and minimum-shipment charges have risen steeply and constantly during the last two years. . . . This trend in small shipment transportation pricing . . . is driving the small shipment into the hands of the consolidator, forcing the small shipper to change his production schedules to meet the restrictions of truckload transportation rates, and causing distribution marketing warehouses to blossom, as a major new form of capital investment, throughout the country. Not only is small shipment transportation failing to meet the public need and convenience, but its failure is also beginning to distort the normal economic patterns of industrial distribution. This failure is forcing the transportation user himself to assume and undertake the proper job of the small shipment carrier, forwarder, and express company. . . .
- "Until the advent of [this tariff, ICC 8527] every small shipment carrier in the country has ignored the possibility of using container technology to combat this trend. REA has experimented extensively with such use, and has determined authoritatively that the cost-cutting potentiality of putting small shipments in containers can enable the combination of a dramatic reduction in express transportation prices with an equally dramatic increase in express gross and net revenues. The 30% to 60% contribution which the ICC 8527 rate makes to REA's fixed cost and profit actually causes REA's rates on shipments ranging from 1,000 to 3,000 lb to exceed the most conservative estimate of the fully-distributed cost. . . ."
- It is in the public interest for the carrier that pioneers containerization of small shipments to be a carrier like REA Express, the brief said, able to make use of all forms of intercity carriage, able to provide container pickup and delivery service at all major traffic concentration areas in the country, and able to combine container transportation with a distribution service for the contents of containers throughout the country.
- "The technology of containerization has been put to the most severe sort of test. . . . These tests have shown containerization as a major progressive step in the development of the national transportation economy. Moreover, these tests have further shown that the proper way to develop a new transportation technology of this sort is to try it out in the market and to take its measure, before attempting to predict either its future unregulated course or the direction it should take under public regulation. In publishing ICC 8527 and in supporting it before the Board of Suspension, it is the opportunity to make this trial and, in behalf of the transportation industry, to make these tests for which REA Express asks permission. Moreover, REA is able to point to an extensive, factual analysis . . . which provides firm basis for predicting that the ICC 8527 container rates will pass this test and will emerge from this trial as proven and necessary elements of the national economy."

# RUIA Account Deeper in Red

Railroad retirement and unemployment insurance systems are in deep trouble now and headed for rougher times. This warning was repeated last week by Thomas M. Healy, management member, United States Railroad Retirement Board, in a speech before the American Short Line Railroad Association 48th annual meeting in San Francisco.

"No crystal ball is needed to explain the conversion of a $350 million credit in the Railroad Unemployment Insurance Account five years ago to the present deficit of $240 million." Mr. Healy asserted that a $300 million deficit in the RUIA account is indicated by mid-1966 unless existing inequities in the Act are removed.

Noting that the Act has no disqualification for persons discharged or suspended and only a 30-day disqualification for a person who voluntarily quits his job, Mr. Healy said that in the five year period ending in June 1960, benefits totalling $56,958,000 had been paid to over 93,000 railroad employees who had either been discharged or suspended or had voluntarily quit work.

In other actions, ASLRA delegates re-elected D. L. Manion, president; W. J. Hickey, vice president and general counsel; and J. H. Jester, vice president traffic. Mr. Hickey will also serve as secretary-treasurer. C. W. McLeod was elected regional vice president, Pacific region, replacing Flake Willis. All other regional vice presidents were re-elected.

### Japanese Move Ethylene by Flexi-Van

Flexi-Van service is being used to transport high-pressure ethylene gas in Japan. This unit, built by Kisha Seizo Kaisha under a license arrangement with Fruehauf International, is being used by Maruzen Oil Co. to transport the gas between Kawasaki, near Tokyo on the main island of Honshu, to Mitsuhama, some 600 miles south on the island of Shikoku. K.S.K. first completed a Flexi-Van set for trial purposes last year, sold this one to Maruzen Oil this year. The system is found to operate within Japan's restricted loading gage and clearance limits.

# Two More Roads Support N&W Merger

Railroad opposition to the Norfolk & Western's merger continues to fade away. The proposal contemplates consolidation of N&W and Nickel Plate, lease of the Wabash and purchase of the Pennsylvania's 111-mile line between Columbus, Ohio, and Sandusky.

At last week's series of ICC hearings on the proposal, the Pittsburgh & West Virginia and the Gulf, Mobile & Ohio became supporting interveners. Like positions had been taken previously by Erie-Lackawanna and Western Maryland.

The hearings were held in Washington before Examiner Lester R. Conley to permit cross-examination of N&W witnesses. A surprise development was the failure of New York Central attorneys to ask questions. Thus, the only cross-examination by railroad attorneys came from counsel for the Akron, Canton & Youngstown. P&WV's support was won by N&W's assurance that it was willing to enter negotiations for acquisition of that road. That's like the understanding previously reached with Erie-Lackawanna (RA, Oct. 30, p. 59). The understanding with P&WV was set out in a letter written to that road's president, R. N. Shields, by N&W President Stuart T. Saunders.

Mr. Saunders put the letters on record at last week's hearings. It revealed that the understanding does not contemplate adding a P&WV acquisition proposal to the present case. "If an agreement is reached for acquisition, it will be the subject of independent proceedings before the ICC," the letter said.

GM&O's support was won by an agreement stipulating that the merged company will not disturb Gulf's present traffic arrangements and relationships with N&W, NKP and Wabash. This is like the agreement previously entered with Western Maryland.

Meanwhile, Examiner Conley granted the request of Erie-Lackawanna counsel to withdraw that road's petition to be included in the merger. As noted above, however, E-L remained in the case, assuming the role of supporting intervener.

Cross-examination, other than that by AC&Y's counsel, came principally from counsel for New York and the Port of New York Authority. Their questions reflected fears that Norfolk might get some of the business now moving through New York.

"We seek business wherever we can get it," Mr. Saunders said. "There is some business we can't get through New York."

Along the same line, John J. Fitzpatrick, NKP's traffic vice president, said he did not believe that plans for consolidated foreign freight offices would influence port traffic flow.

# U.S. Opposes ACL-SAL Union

The Department of Justice has asked the ICC to deny the joint application of the Atlantic Coast Line and Seaboard Air Line for authority to merge

The petition marked the first time in the current merger movement that Justice has taken a position on the merits of a consolidation proposal. It has intervened in most of the merger cases—to protect the government's anti-trust interest, it says. But it has heretofore asked for dismissal of applications only on technical grounds, i.e., on the basis of allegations that applicants had acquired stock of roads they propose to absorb in violation of the Interstate Commerce Act.

The present petition says that both ACL and SAL are "financially strong." It adds that their merger would be contrary to the anti-trust laws and the national transportation policy, because it would "destroy the vigorous competition which now exists" between them. Moreover, the petition adds, the proposed merger would "jeopardize the existence of several smaller railroads which are vitally necessary to the South," and "impose hardships on communities and shippers."

Noting that mergers approved by the ICC are exempt from the anti-trust laws, Justice argues that such immunity "should not be granted simply on the ground that a merger will enable two financially sound and vigorously competitive railroads to increase their revenues."

# SP

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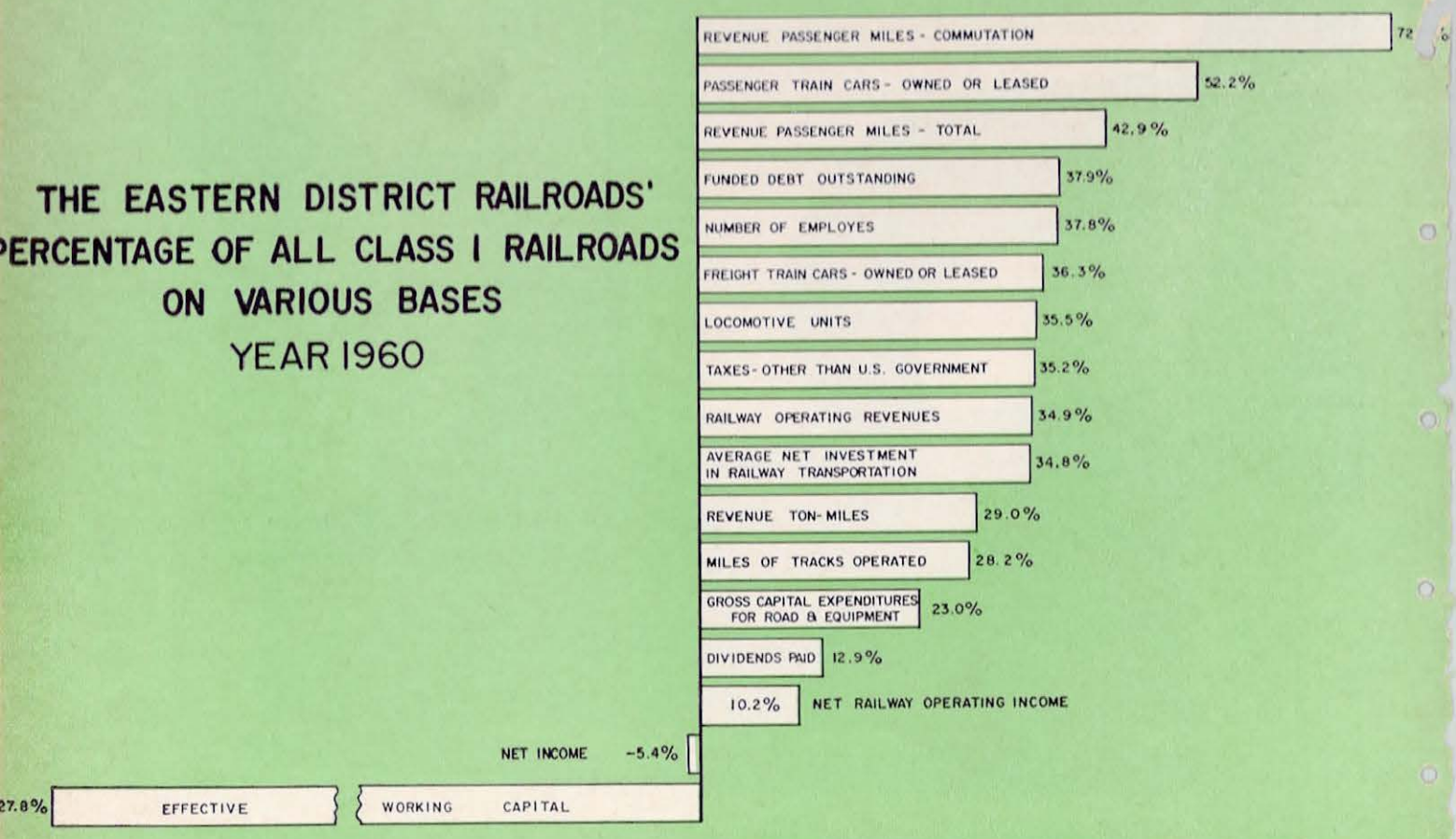



# More Transportation Available Than Used

*"The truly critical situation of the Eastern District railroads," says PRR President Allen J. Greenough, "is primarily the result of outmoded and discriminatory government policies." Here, in a special Railway Age report, are some of the major reasons why Eastern railroads are flying distress signals.*

● **Eastern railroads face a crisis** because revolutionary changes that have been taking place—and are taking place—in the transportation industry hit the East first and hardest. Government is the architect of this change in transportation—specifically, the huge sums the government has spent for modernization and expansion of competing transport facilities.

● **What's different about the East?** Compared to railroads nationwide, the East has more commuters, more passenger trains, fewer revenue ton miles, much less net railway operating income.

● **There is an oversupply of transportation,** in the East particularly. Railroads are volume carriers. Because of their large fixed investment, they have to maintain volume to maintain income. Government promotion of competing carriers—which has resulted in an expansion of carrier investment in other modes at a rate far in excess of the growth in gross national product—has caused an oversupply of transportation and a corresponding decrease in use of transportation plants. Increased intermodal competition has resulted in such economies as reduction of scheduled service and undermaintenance of way and equipment, and these, in turn, have led to inadequate earnings, higher financing costs and higher costs to the public.

● **Eastern railroads are vulnerable** to highway competition, both in freight and passenger service. Eastern cities are relatively close together. Industry, if a high-speed highway is available, no longer considers a rail line essential in choosing a plant location.

● **Passenger losses in the East** hit harder because Eastern roads carry more passengers, operate more passenger miles.

● **Taxes—and losses from discriminatory taxation**—are relatively more severe in the Eastern District.

● **Eastern railroads are relatively short-haul lines.** Their average haul—188 miles in 1959—is shorter even than that of most motor carriers, and is considerably shorter than that of other railroads, excluding the Eastern District.

● **The East has more terminals** and must absorb the comparatively high

terminal costs. In such areas as yard and switching locomotive miles and yard crew costs, the Eastern costs are proportionately much higher than costs of other railroads.

● **The East has more port charges** to absorb. Forty-two ports in the Eastern District, with 408,913,000 tons, accounted for 41.1% of the total commerce (994,657,000 tons) at 142 selected ports of the continental United States (excluding Great Lakes ports) in 1959.

● **Industrial growth in the East** came earlier and has slowed faster. Thus, Eastern District railroads cannot count solely on an expanding gross national product to maintain traffic volume. Also, the pattern of Eastern manufacturing has changed, putting more emphasis on finished products—susceptible to competitive transportation—and less on raw materials.

● **Finally, Eastern railroads are suffering** because the cumulative effects of all these factors—depressed traffic, both passenger and freight; depressed earnings; undermaintenance of way and equipment; high capital costs; plant shrinkage—are themselves a cause of the continuing Eastern railroad crisis.

The charts and tables on this and the following pages tell the statistical story behind the Eastern railroad crisis. Much of the data was collected by the Eastern Railroad Presidents Conference for use at the recent conference of Eastern governors and railroad presidents (RA, Oct. 30, p. 55).

● **About 35% of the railroad industry** is represented by Eastern railroads, the chart on page 18 shows, if size is measured by such items as funded debt outstanding, number of employees, freight cars and locomotives, state and local taxes, total operating revenues and net investment.

In such important financial yardsticks as gross capital expenditures (23%), dividends paid (13%) and net railway operating income (10%), the Eastern District roads have a far smaller ratio.

Among the causes of the relative financial weakness of the Eastern roads are the facts that their share of the generally profitable freight volume, measured in revenue ton-miles, is only 29%, while, of the generally unprofitable passenger business, Eastern roads handle 72% of commutation passenger miles and 43% of all revenue passenger miles. For Eastern roads in 1960, both net income and effective working capital were deficit figures.

Government investment in—and direct and indirect promotion of—construction and operation of fixed facilities for highway, air and water transportation is shown in Table 1. The total expenditures are over $152 billion,

## TABLE 1

### FEDERAL, STATE AND LOCAL GOVERNMENT EXPENDITURES ON HIGHWAYS, AIRWAYS AND INLAND WATERWAYS

(IN MILLIONS)

| | CAPITAL EXPENDITURES | INTEREST ON BONDS | OPERATION AND MAINTENANCE | TOTAL |
|---|---|---|---|---|
| Highway and Streets 1921-1960 .. | $82,721 | $7,710 | $49,951 | $140,382* |
| Federal Airways Traffic Control and Navigation System 1952-1961 ... | $ 788 | | $ 2,221 | $ 3,009 |
| Airports 1952 ..... | $ 4,000 | | | |
| 1952-1961 ..... | $ 1,670 | | $ 33 | $ 5,703 |
| Federal Domestic Airmail Subsidy 1939-1961 ..... | | | $ 651 | $ 651 |
| (Total Air) ..... | ($ 6,458) | | ($ 2,905) | ($ 9,363) |
| Inland Waterways ..... | $ 1,878 | | $ 1,047 | $ 2,925 |
| Grand Total ..... | $91,057 | $7,710 | $53,903 | $152,670 |

Source: ERPC Exhibit to Eastern Railroad Problems, Oct. 1961
* excludes debt retirement of $8,647 million.

## TABLE 2

### ICC CLASS I MOTOR CARRIER TONS OF REVENUE FREIGHT, EASTERN REGIONS COMPARED TO ALL REGIONS

(IN THOUSANDS OF TONS)

| | 1940 | 1948 | 1958 |
|---|---|---|---|
| New England ..... | 6,114 | 10,592 | 11,508 |
| Middle Atlantic ..... | 15,422 | 34,875 | 63,913 |
| Central ..... | 22,166 | 49,661 | 99,704 |
| (East sub-total) ..... | (43,702) | (95,128) | (175,125) |
| All Regions ..... | 62,146 | 156,511 | 341,622 |

PERCENT OF EACH TO TOTAL

| | 1940 | 1948 | 1958 |
|---|---|---|---|
| New England ..... | 9.8 | 6.8 | 3.4 |
| Middle Atlantic ..... | 24.8 | 22.3 | 18.7 |
| Central ..... | 35.7 | 31.7 | 29.2 |
| (East sub-total) ..... | (70.3) | (60.8) | (51.3) |
| All Regions ..... | 100 | 100 | 100 |

Source: Doyle Report
Note: ICC Motor Carrier New England, Middle Atlantic and Central regions include states of Eastern District railroads, plus West Virginia.

## TABLE 3

### RAILROAD TONS OF REVENUE FREIGHT, EASTERN DISTRICT COMPARED TO ALL RAILROADS

(IN THOUSANDS OF TONS)

| | 1940 | 1948 | 1958 |
|---|---|---|---|
| Eastern District ..... | 948,759 | 1,557,307 | 1,030,922 |
| All Railroads ..... | 1,849,896 | 2,847,897 | 2,195,094 |

PERCENT OF EACH TO TOTAL

| | 1940 | 1948 | 1958 |
|---|---|---|---|
| Eastern District ..... | 51.3 | 54.7 | 47.0 |
| All Railroads ..... | 100 | 100 | 100 |

Source: ERPC Yearbooks of Railroad Information

of which highway and street facilities have taken the largest share.

In the 16 Eastern states represented at the conference of governors and railroad presidents (Conn., Del., Ill., Ind., Me., Md., Mass., Mich., N.H., N.J., N.Y., Ohio, Pa., R.I., Vt., and W. Va.), the average per capita expenditure by state and local governments for highways in 1942 was $12.80. In 1959, the average per capita expenditure by state and local governments for highways was $58.00.

A primary consequence of the vast promotional programs by government has been a tremendous expansion—throughout the country—of highway, air and water transportation facilities. Government programs alone have made possible this result, since privately owned and operated transportation could hardly have financed the expansion which has occurred.

High-speed, limited-access highways in 1960 existed in only a few areas, mostly in Eastern Territory. When the Interstate Highway System now being developed under the Federal Highway Act of 1956 is completed (scheduled for 1972), they will blanket the country.

Tables 2 and 3, which compare the trends in tons of revenue freight moved by motor carriers and by railroads, suggest what the result has been of highway promotion that has already taken place. Railroads in the Eastern District moved in 1958 roughly the same total tonnage of revenue freight as in 1940, although in 1948 their total tonnage was considerably increased over 1940. However, in 1940 the Eastern railroads moved 51.3% of total railroad revenue tonnage. In 1948, they moved 54.7% of total railroad revenue tonnage, while in 1958, they moved only 47% of total railroad revenue tonnage.

Eastern motor carriers, on the other hand, increased their total tonnage from 43.7 million in 1940 to 95.1 million in 1948 and 175.1 million in 1958, even though their percentage of total motor carrier revenue tons was dropping from 70.3% in 1940 to 60.8% in 1948 and 51.3% in 1958.

The oversupply of transportation in the United States—particularly severe in the territory served by Eastern District railroads—has produced serious competitive cost distortions. An indication of these is the fact that Eastern railroads found it necessary, between 1950 and the present, to make major rate adjustments on 50 separate commodities to meet competitive conditions. These reductions ranged from 6% on feed, animal or poultry (Aug. 10, 1959), to 53% on aluminum articles, finished, (Nov. 5, 1953).

Another indication of the cost distortions that have been produced is

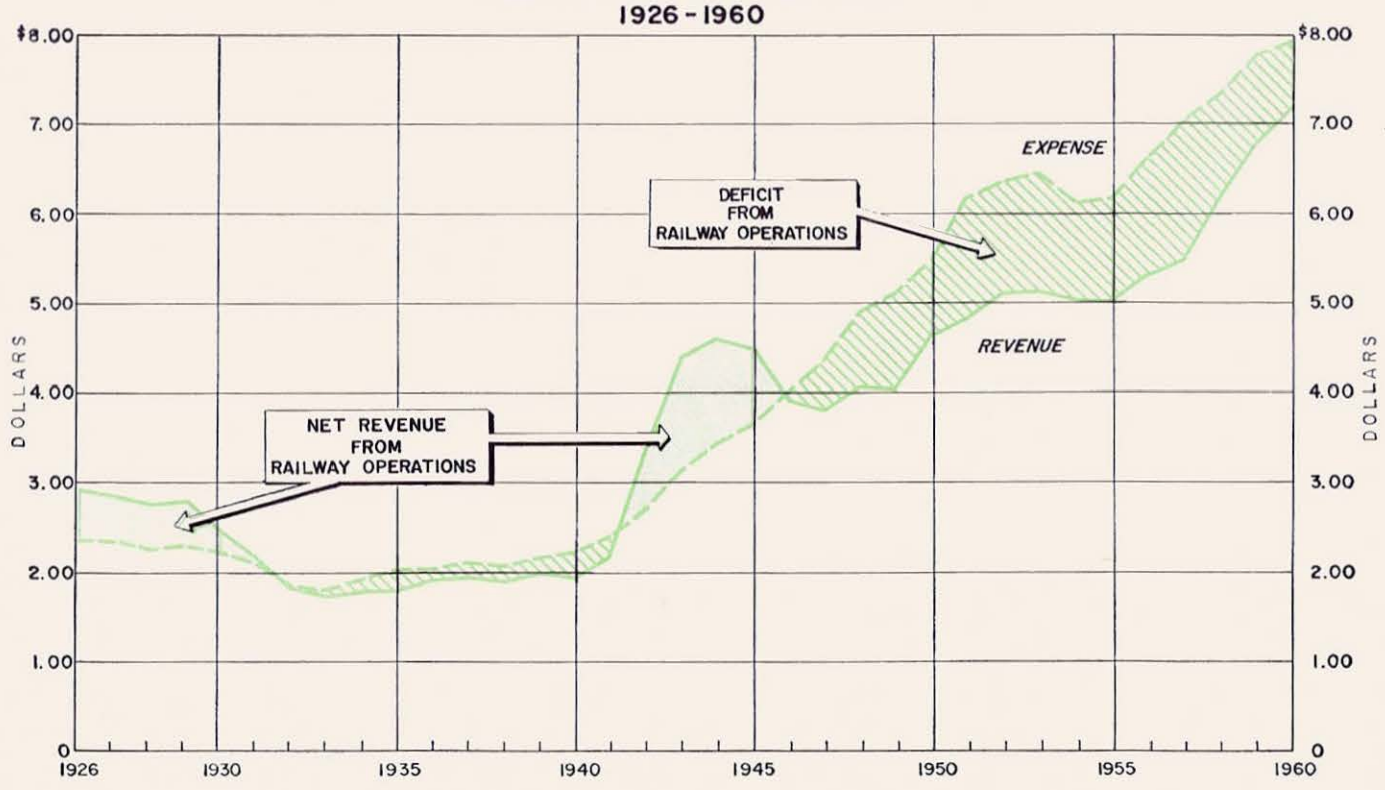
## TABLE 4

### INTERCITY FREIGHT TRAFFIC BY REGULATED AND NON-REGULATED CARRIERS — PERCENT DISTRIBUTION OF BOTH

| | RAIL | OTHER FEDERALLY REGULATED | NON-FEDERALLY REGULATED |
|---|---|---|---|
| 1947.. | 65.2 | 12.4 | 22.4 |
| 1948.. | 61.9 | 14.3 | 23.8 |
| 1949.. | 58.4 | 16.0 | 25.6 |
| 1950.. | 56.2 | 16.6 | 27.2 |
| 1951.. | 55.6 | 17.3 | 27.1 |
| 1952.. | 54.5 | 18.0 | 27.5 |
| 1953.. | 51.0 | 18.6 | 30.4 |
| 1954.. | 49.6 | 20.2 | 30.2 |
| 1955.. | 49.5 | 20.1 | 30.4 |
| 1956.. | 48.4 | 20.5 | 31.1 |
| 1957.. | 46.9 | 20.4 | 32.7 |
| 1958.. | 46.0 | 21.9 | 32.1 |
| 1959.. | 45.0 | 22.7 | 32.3 |
| 1960.. | 43.8 | Not Available | Not Available |

Source: ERPC Exhibit

EASTERN DISTRICT RAILROADS
PASSENGER SERVICE RAILWAY OPERATING REVENUES AND EXPENSES
PER PASSENGER TRAIN MILE
1926 - 1960



## TABLE 5

### EXTENT OF OVERPAYMENT OF RAILROAD AD VALOREM TAXES RESULTING FROM THE ASSESSMENT OF RAILROAD PROPERTY AT A PERCENT OF ITS VALUE THAT IS HIGHER THAN THE PERCENT WHICH THE ASSESSMENT OF OTHER TAXPAYERS' PROPERTY IS TO THE VALUE OF SUCH OTHER PROPERTY—1957—SEVEN STATES SERVED BY TWO OR MORE MEMBERS OF ERPC

| | RAILROAD AD VALOREM TAXES | ALL OTHER RAILROAD TAXES | PERCENT OF VALUE AT WHICH RAILROAD PROPERTY ASSESSED | PERCENT OF VALUE AT WHICH PROPERTY OF OTHERS ASSESSED | ESTIMATED REDUCTION IN RAILROAD AD VALOREM TAXES IF RAILROAD ASSESSMENTS HAD BEEN MADE AT THE SAME PERCENT OF VALUE AS WERE THE ASSESSMENTS OF PROPERTY OF OTHERS |
|---|---|---|---|---|---|
| Illinois | $ 34,859,462 | $ 5,894,260 | 100.00 | 45.70 | $18,928,688 |
| Indiana | 15,680,351 | 1,742,261 | 45.00* | 23.10 | 7,631,627 |
| Maryland | 2,158,936 | 2,369,034 | 100.00 | 50.70 | 1,064,355 |
| New Jersey | 18,550,713 | 1,362,032 | 100.00 | 27.70 | 13,412,165 |
| Ohio | 22,622,194 | 2,513,577 | 50.00* | 37.10 | 5,836,526 |
| Virginia | 7,330,573 | 6,766,682 | 40.00 | 27.40 | 2,309,130 |
| West Virginia | 8,554,354 | 4,606,191 | 60.00* | 30.40 | 4,219,863 |
| TOTALS | $109,756,583 | $25,254,037 | | | $53,402,354 |

* — or higher.

NOTE: These seven states accounted for 38% of the total $141 million overtax the AAR reported to the Doyle committee that railroads paid in the 31 states with serious tax discrimination against railroads (RA, July 4, 1960, p. 10).

Source: ERPC Unfair and Discriminatory State and Local Taxation, 1961

## TABLE 6

### EASTERN DISTRICT RAILROADS RELATED TO TOTAL CLASS I RAILROADS OPERATING REVENUE SELECTED YEARS 1930-1960

(IN MILLIONS)

| | FREIGHT OPERATING REVENUE | | | PASSENGER OPERATING REVENUE | | | TOTAL OPERATING REVENUE* | | |
|---|---|---|---|---|---|---|---|---|---|
| YEAR | EASTERN DISTRICT | ALL OTHER INCLUDING POCAHONTAS | TOTAL CLASS I | EASTERN DISTRICT | ALL OTHER INCLUDING POCAHONTAS | TOTAL CLASS I | EASTERN DISTRICT | ALL OTHER INCLUDING POCAHONTAS | TOTAL CLASS I |
| 1930 | 1,797 | 2,417 | 4,214 | 563 | 504 | 1,067 | 2,360 | 2,921 | 5,281 |
| 1935 | 1,240 | 1,654 | 2,894 | 296 | 262 | 558 | 1,536 | 1,916 | 3,452 |
| 1940 | 1,554 | 2,093 | 3,647 | 321 | 314 | 635 | 1,875 | 2,407 | 4,282 |
| 1941 | 1,965 | 2,620 | 4,585 | 362 | 389 | 751 | 2,327 | 3,009 | 5,336 |
| 1942 | 2,466 | 3,645 | 6,111 | 593 | 755 | 1,348 | 3,059 | 4,400 | 7,459 |
| 1943 | 2,723 | 4,243 | 6,966 | 822 | 1,257 | 2,079 | 3,545 | 5,500 | 9,045 |
| 1944 | 2,749 | 4,429 | 7,178 | 886 | 1,362 | 2,248 | 3,635 | 5,791 | 9,426 |
| 1945 | 2,491 | 4,226 | 6,717 | 861 | 1,313 | 2,174 | 3,352 | 5,539 | 8,891 |
| 1946 | 2,318 | 3,656 | 5,974 | 707 | 937 | 1,644 | 3,025 | 4,593 | 7,618 |
| 1947 | 2,788 | 4,387 | 7,275 | 650 | 750 | 1,400 | 3,438 | 5,237 | 8,675 |
| 1948 | 3,145 | 5,082 | 8,227 | 674 | 761 | 1,435 | 3,819 | 5,843 | 9,662 |
| 1949 | 2,701 | 4,575 | 7,276 | 615 | 681 | 1,296 | 3,316 | 5,256 | 8,572 |
| 1950 | 2,986 | 5,085 | 8,071 | 648 | 746 | 1,394 | 3,634 | 5,831 | 9,465 |
| 1951 | 3,297 | 5,637 | 8,934 | 675 | 774 | 1,449 | 3,972 | 6,411 | 10,383 |
| 1952 | 3,248 | 5,828 | 9,076 | 695 | 802 | 1,497 | 3,943 | 6,630 | 10,573 |
| 1953 | 3,357 | 5,882 | 9,239 | 670 | 746 | 1,416 | 4,027 | 6,628 | 10,655 |
| 1954 | 2,793 | 5,259 | 8,052 | 624 | 688 | 1,312 | 3,417 | 5,947 | 9,364 |
| 1955 | 3,129 | 5,704 | 8,833 | 603 | 664 | 1,267 | 3,737 | 6,369 | 10,106 |
| 1956 | 3,315 | 5,947 | 9,262 | 616 | 666 | 1,282 | 3,936 | 6,615 | 10,551 |
| 1957 | 3,276 | 5,972 | 9,248 | 597 | 641 | 1,238 | 3,877 | 6,614 | 10,491 |
| 1958 | 2,753 | 5,605 | 8,358 | 586 | 616 | 1,202 | 3,343 | 6,221 | 9,564 |
| 1959 | 2,863 | 5,755 | 8,618 | 572 | 631 | 1,203 | 3,438 | 6,387 | 9,825 |
| 1960 | 2,771 | 5,563 | 8,334 | 550 | 626 | 1,176 | 3,324 | 6,190 | 9,514 |

* Prior to 1954 totals exclude unassignable operating revenues; 1954-1960 includes unassignable operating revenues.

Source: ERPC Exhibit

the growth of non-regulated carriage, shown in Table 4. The rail percentage of intercity tonnage, as shown, has dropped from 65.2% in 1947 to 43.8% in 1960. Other federally regulated carriers (including Great Lakes and inland waterway carriers, motor carriers, oil pipelines and airlines) have increased their percentage of intercity tonnage in the same period from 12.4% to 22.7%. The biggest growth, however, has come in the ranks of the non-federally regulated carriers (including Great Lakes and inland waterway carriers, motor carriers and oil pipelines), which has gone from 22.4% to 32.3%.

Only 10% of inland waterway traffic and about 35% of highway traffic is in the regulated category.

The primary impact of non-regulated carriage has been on the railroads and not on the regulated carriers by other modes, since the latter have substantially increased their percentage of the intercity traffic, while the railroad share has been declining.

Not all of the Eastern railroads' difficulties come from government promotion of other forms of transportation. Part of the trouble has been unfair and discriminatory treatment of the railroads themselves.

Taxes—and particularly losses from discriminatory taxation—have been a major burden for Eastern railroads, as Table 5 shows. The information on which this table is based was gathered by Class I railroads at the request of the Senate Interstate and Foreign Commerce Committee transport study group headed by General Doyle. The result revealed substantial discrimination in 31 states (excluding Alaska and Hawaii and 17 other states).

The figures submitted showed that, in 1957, these 31 states taxed the railroads $141 million more than other taxpayers would have been taxed on property of the same value. As Table 5 shows, in seven states served by two or more members of the ERPC, overtaxation of the railroads amounted to $53.4 million, or 38% of the total inequity of $141 million imposed on the railroad industry in the 31 states surveyed.

● **Passenger losses hit the East hard** as the chart on page 20 and the figures in Table 6 make clear. Except for the war years 1942-1945, when transportation by private automobile was difficult to obtain, it has cost Eastern District railroads more every year since 1931 to operate a passenger train a mile than they have received in revenues. The net deficit in Eastern District railway operating income that has resulted has ranged from $74.5 million in 1936 to $134.2 million in 1960, with the peak deficit, $272.5 million coming in 1951. During this same period, net railway operating income from freight for Eastern District railroads stood at $210.4 million in 1946 and $193.7 million in 1960, with the peak, $609.9 million, coming in 1953. Cumulatively, passenger deficits in net railway operating income totaled $3.0 billion for the 15-year period. Cumulative net railway operating income from freight in this period was $6.7 billion. Over the 15 years, therefore, passenger deficits had eaten up 44.5% of freight profits. But this does not tell the whole story. The percentage of freight net required to offset the passenger deficit has exceeded 50% since 1956. It reached about 70% in 1960.

Another part of the story is that,

## TABLE 7

### LOCOMOTIVE MILES, 1960, EASTERN DISTRICT RAILROADS (EXCLUDING POCAHONTAS) COMPARED TO ALL DISTRICTS

(IN THOUSANDS)

| | EASTERN DISTRICT | ALL DISTRICTS | PER CENT EAST TO ALL DISTRICTS |
|---|---|---|---|
| Freight train total locomotive miles | 125,581 | 421,974 | 29.8 |
| Passenger train total locomotive miles | 58,796 | 188,970 | 31.1 |
| Train switching total locomotive miles | 14,493 | 40,785 | 35.5 |
| Yard switching total locomotive miles | 95,181 | 225,757 | 42.1 |
| Total | 294,050 | 877,487 | 33.5 |

## TABLE 8

### EXPENSES FOR YARD EMPLOYEES, 1960, FOR EASTERN DISTRICT RAILROADS (EXCLUDING POCAHONTAS) COMPARED TO ALL DISTRICTS

(IN THOUSANDS)

| | EASTERN DISTRICT | ALL DISTRICTS | PER CENT EAST TO ALL DISTRICTS |
|---|---|---|---|
| Yardmasters and yard clerks (Acct. 377) | $ 75,000 | $ 175,842 | 42.7 |
| Yard conductors and brakemen (Acct. 378) | 172,411 | 395,055 | 43.6 |
| Yard switch and signal tenders (Acct. 379) | 14,,077 | 26,933 | 52.3 |
| Yard enginemen (Acct. 380) | 102,718 | 238,122 | 43.1 |
| Total | $364,206 | $ 835,952 | 43.6 |

## TABLE 9

### EXPENSES FOR TRAIN EMPLOYEES, 1960, FOR EASTERN DISTRICT RAILROADS (EXCLUDING POCAHONTAS) COMPARED TO ALL DISTRICTS

(IN THOUSANDS)

| | EASTERN DISTRICT | ALL DISTRICTS | PER CENT EAST TO ALL DISTRICTS |
|---|---|---|---|
| Train enginemen (Acct. 392) | $127,185 | $ 378,201 | 33.6 |
| Trainmen (Acct. 402) | 179,468 | 519,286 | 34.6 |
| Total | $306,653 | $ 897,487 | 34.2 |

since 1930, Eastern District railroad freight volume has declined to 90% of the 1926-30 volume, while that of all other railroads has increased almost 72%. Although, as shown in Table 6, Eastern District freight revenues have increased in this period (to about 40% above the base period) the increase has been much less than for other railroads (100% above base period). The share of freight revenues received by the Eastern District in the 1930-1960 period has fallen from 43% to 33%. The share of total revenues received by the Eastern District has fallen over the same period from 45% to 35%.

● **Eastern expenses are high.** Railroad costs are not static, but vary from region to region. As many cost calculations have shown, the out-of-pocket costs of hauling a given load in a box car are higher in the Eastern District than for other districts (RA, Oct. 30, p. 17). Terminal movements, interchanges, yard handling, short line-hauls, etc., are expensive, while long-haul movements are relatively cheap.

Table 7 shows the percentage of various categories of locomotive miles in the Eastern District compared to all districts. The total percentage of locomotive miles (33.5) is comparable to the 35% yardstick for relative size of Eastern District railroads indicated by the chart on page 18. Yard switching, however, in the Eastern District accounts for 42.1% of the total yard switching miles, considerably above the 35% yardstick.

Similarly, Tables 8, 9 and 10, comparing expenses for yard employees with expenses for train employees, indicate that Eastern District roads have a higher percentage of costly yard operations than the national average.

Table 11, which shows that Eastern District railroads have—and have had since 1939—a shorter average length of haul than other railroads and than Class I motor common carriers, points up another cost disadvantage of roads in Eastern territory. The economy of railroad movement over other forms shows up only when line-hauls are long enough to overcome the disadvantage of higher railroad terminal costs.

● **The final results,** for Eastern District railroads, are shown in Table 12, where effective working capital is shown as a deficit figure substantially under the average monthly payroll. As PRR President Greenough told the Eastern governors, "Effective working capital has been a deficit in most of the last ten years, with the minus figure approaching $300 million at midyear 1961. It is essential for any going concern to balance cash outgo against cash income. Continuing deficits in cash flow ultimately can only result in bankruptcy."

## TABLE 10

### EXPENSES FOR YARD EMPLOYEES, 1960, COMPARED TO EXPENSES FOR YARD AND TRAIN EMPLOYEES, EASTERN DISTRICT RAILROADS (EXCLUDING POCAHONTAS) AND ALL RAILROADS

(IN THOUSANDS)

| | YARD | YARD AND TRAIN | PER CENT YARD TO TOTAL |
|---|---|---|---|
| Eastern District ..... | $364,206 | $ 670,859 | 54.3 |
| All Districts ..... | $835,952 | $1,733,439 | 48.2 |

Source for Tables 7, 8, 9 and 10: Transport Statistics in the U.S., 1960, Part I.

## TABLE 11

### FREIGHT SERVICE AVERAGE LENGTH OF HAUL CLASS I MOTOR CARRIERS AND CLASS I RAILROADS BY DISTRICTS AND REGIONS

YEARS 1939-1959

| | CLASS I | CLASS I RAILROADS | | | | |
|---|---|---|---|---|---|---|
| YEAR | MOTOR FREIGHT COMMON CARRIERS | EASTERN DISTRICT | POCAHONTAS REGION | SOUTHERN REGION | WESTERN DISTRICT | TOTAL |
| 1939 | 219 | 161 | 270 | 229 | 262 | 204 |
| 1940 | 236 | 159 | 269 | 228 | 265 | 203 |
| 1941 | 223 | 164 | 264 | 225 | 276 | 208 |
| 1942 | 202 | 183 | 256 | 233 | 299 | 228 |
| 1943 | 192 | 191 | 258 | 243 | 323 | 242 |
| 1944 | 180 | 187 | 265 | 247 | 339 | 245 |
| 1945 | 177 | 181 | 266 | 239 | 335 | 241 |
| 1946 | 195 | 172 | 263 | 234 | 311 | 228 |
| 1947 | 200 | 170 | 268 | 232 | 310 | 227 |
| 1948 | 216 | 166 | 231 | 273 | 307 | 224 |
| 1949 | 218 | 171 | 263 | 227 | 308 | 229 |
| 1950 | 235 | 173 | 253 | 224 | 312 | 229 |
| 1951 | 237 | 173 | 278 | 231 | 313 | 232 |
| 1952 | 240 | 174 | 273 | 227 | 318 | 234 |
| 1953 | 242 | 175 | 257 | 204 | 314 | 232 |
| 1954 | 233 | 180 | 261 | 205 | 324 | 239 |
| 1955 | 235 | 181 | 258 | 207 | 318 | 238 |
| 1956 | 230 | 181 | 284 | 198 | 327 | 239 |
| 1957 | 267 | 180 | 294 | 201 | 330 | 242 |
| 1958 | 270 | 189 | 289 | 201 | 341 | 251 |
| 1959 | 273 | 188 | 269 | 200 | 351 | 252 |

## TABLE 12

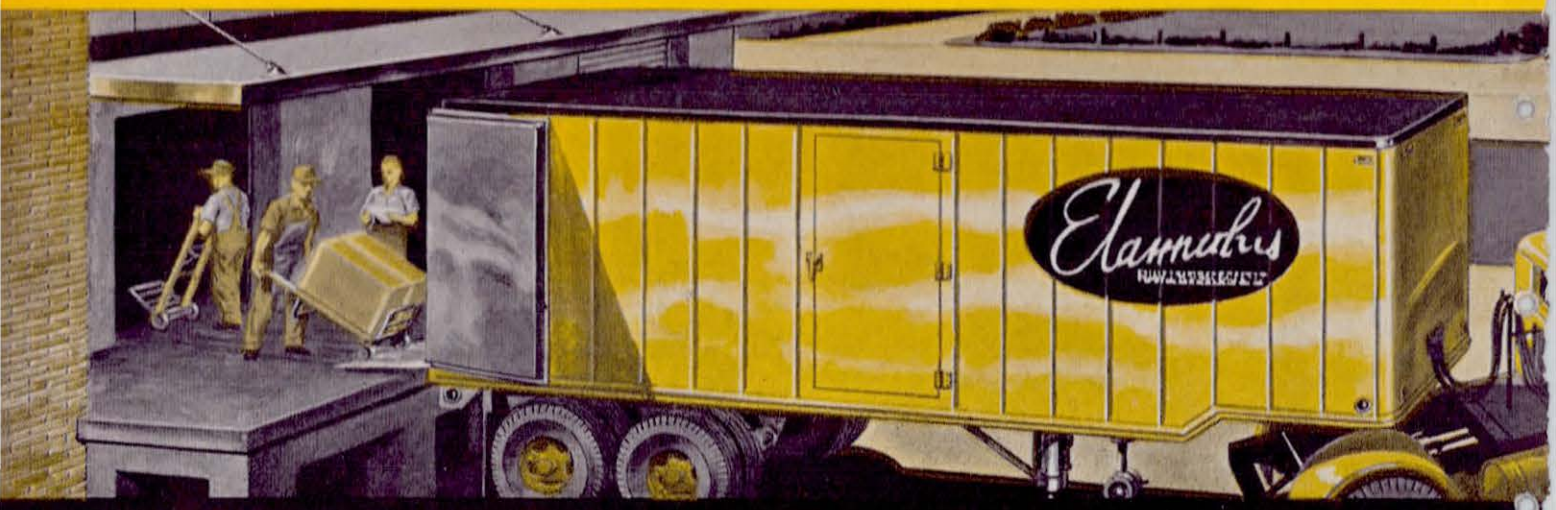
### EASTERN DISTRICT EFFECTIVE WORKING CAPITAL COVERAGE OF MONTHLY PAYROLL

(MILLIONS OF DOLLARS)

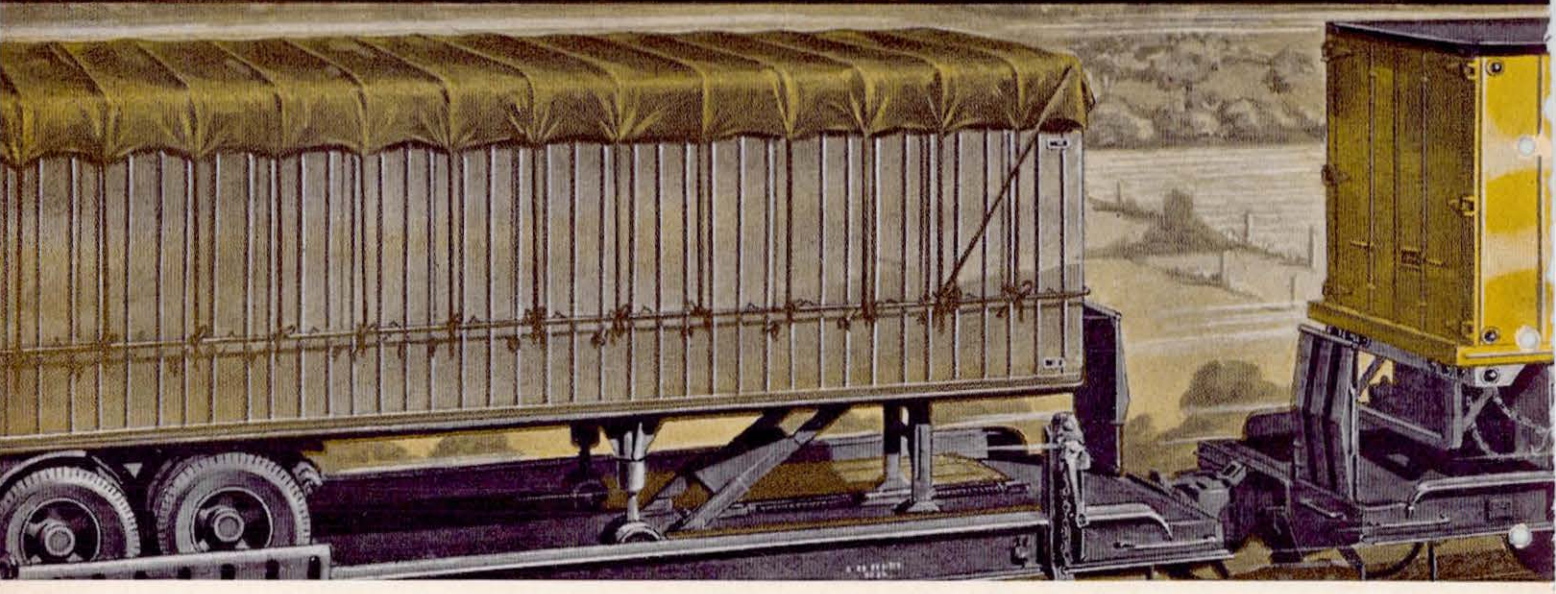
| | RAILWAY OPERATING REVENUES | EFFECTIVE WORKING CAPITAL | AVERAGE MONTHLY PAYROLL | MONTHS COVERED |
|---|---|---|---|---|
| 1946 | $3,029.1 | $241.7 | $145.0 | 1.67 |
| 1947 | 3,442.4 | 37.3 | 151.5 | 0.25 |
| 1948 | 3,823.7 | 27.4 | 164.4 | 0.17 |
| 1949 | 3,320.4 | 52.7 | 148.0 | 0.36 |
| 1950 | 3,639.4 | 65.7 | 157.0 | 0.42 |
| 1951 | 3,976.7 | (48.3) | 178.7 | (0.27) |
| 1952 | 3,948.5 | (30.0) | 176.7 | (0.17) |
| 1953 | 4,031.9 | (51.4) | 177.0 | (0.29) |
| 1954 | 3,421.0 | 43.2 | 156.3 | 0.28 |
| 1955 | 3,737.0 | 37.9 | 163.8 | 0.23 |
| 1956 | 3,936.2 | ( 9.1) | 174.7 | (0.05) |
| 1957 | 3,877.0 | (92.0) | 176.4 | (0.52) |
| 1958 | 3,342.6 | (58.4) | 155.9 | (0.37) |
| 1959 | 3,437.9 | (103.4) | 157.6 | (0.66) |
| 1960 | 3,324.1 | (161.1) | 154.7 | (1.04) |
| 1961 June 30 | 1,489.3 | (295.1) | 141.6 | (2.08) |

( ) Deficit
Source: ERPC Exhibit

# LOCAL PROBLEM




# FAR-REACHING SOLUTION



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*Chicago Great Western*
*Chicago & North Western*
*Cotton Belt*
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*Frisco*
*Great Northern*
*Gulf, Mobile & Ohio*
*Illinois Central*
*Kansas City Southern*
*Louisville & Nashville*
*Milwaukee Road*
*Missouri-Kansas-Texas*
*Missouri Pacific*
*Nickel Plate*
*Norfolk & Western*
*Northern Pacific*
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*Reading*
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*Santa Fe*
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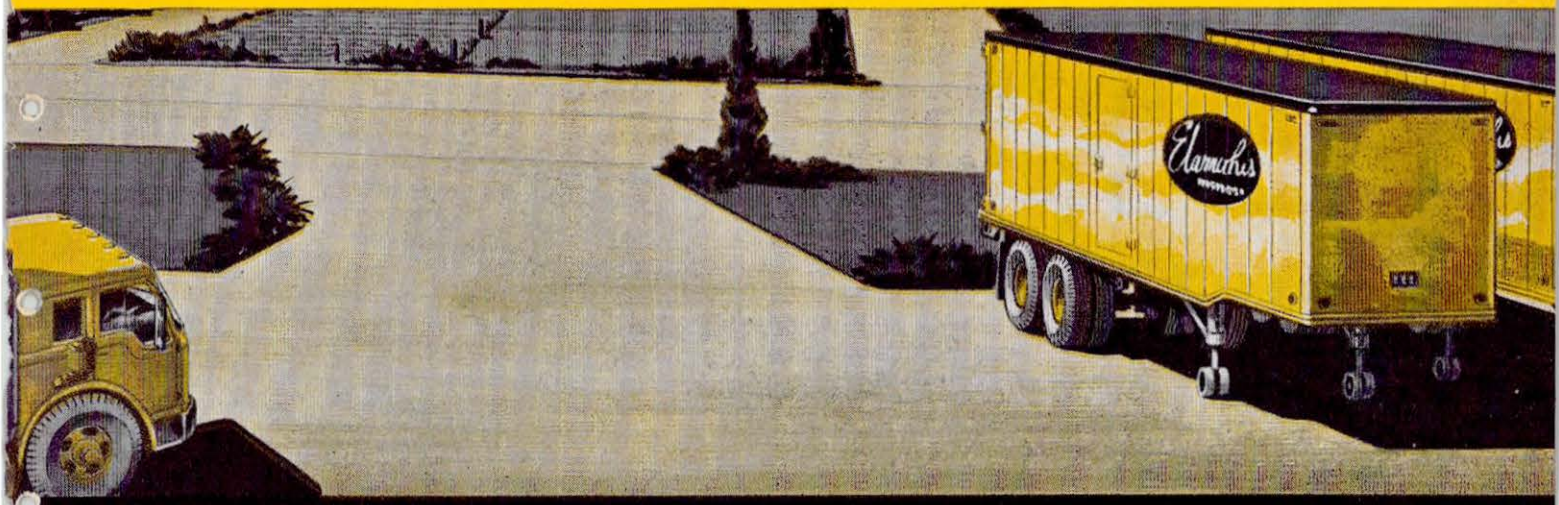
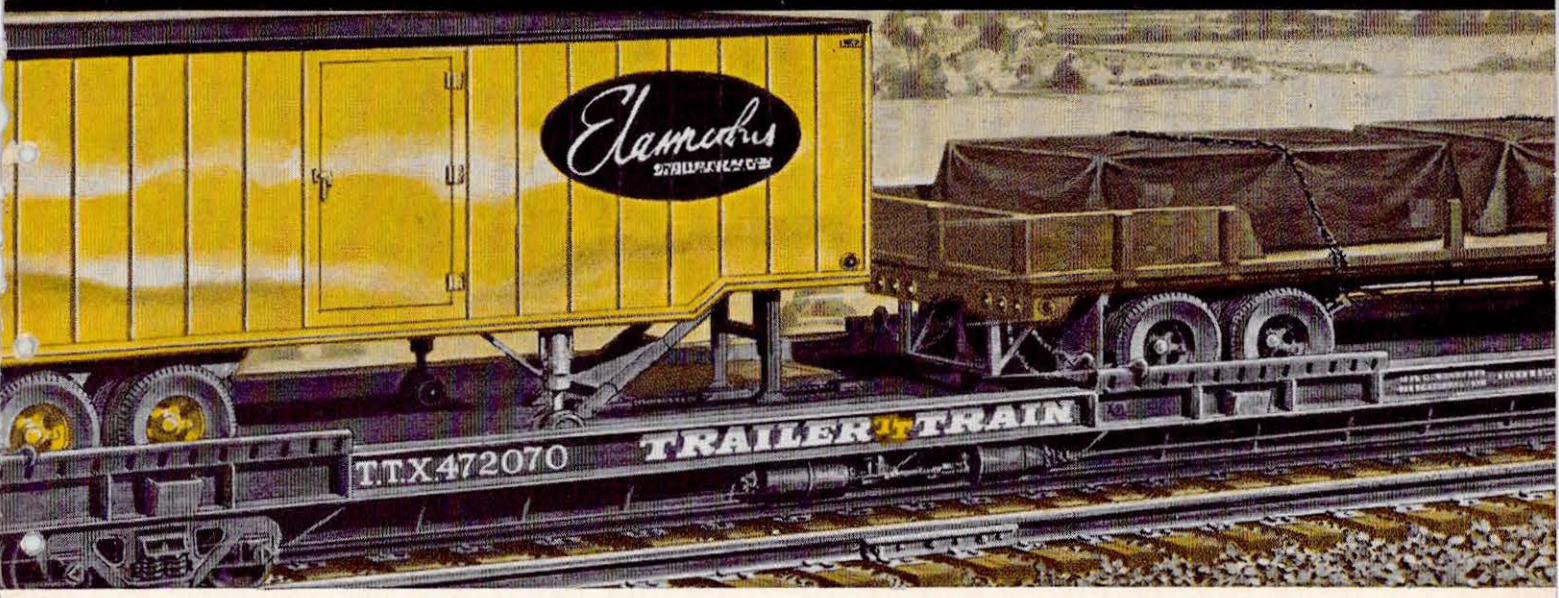
*Southern*
*Southern Pacific*
*T. P. & W.*
*Texas & Pacific*
*Union Pacific*
*United States Freight*
*Wabash*
*Western Pacific*

***All for one—and one for all!***

# -No Rails in Sight




# -TRAILER TRAIN PIGGYBACK

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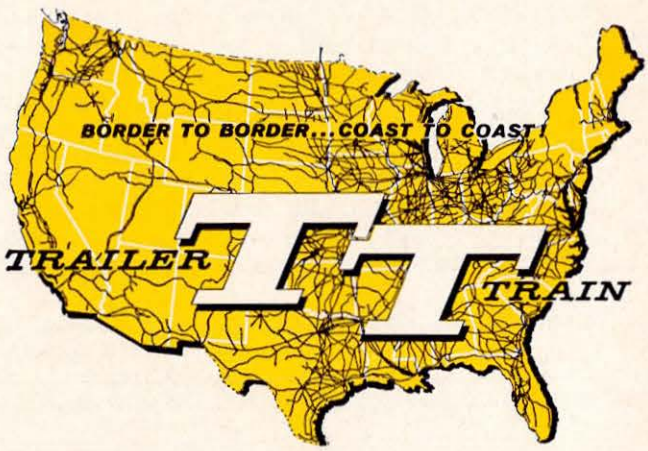



**6 Penn Center Plaza • Philadelphia 3, Pa.**

# GM Head Optimistic for Railroads

A period of unprecedented growth and development lies ahead, General Motors Corp. President John F. Gordon told an Electro-Motive Division banquet in Detroit. He added that America's railroads would share in the growth.

"Barring a major war," Mr. Gordon said, "it seems to me that we are about to enter a period of industrial and general economic development, both here at home and throughout the world, that will dwarf any comparable periods in history. . . . I fail to see how anybody can visualize developments of these proportions without seeing America's railroads playing a major role.

"I fail to see how anybody can view our railroad industry with anything but long-term optimism. To me it seems just as inconceivable that America could make full use of its rapidly increasing industrial capacity without affecting the railroads as that America could have gone through World War II without affecting your operations. I don't see how our economy can do what it must do to stay healthy and dynamic, or perhaps even to survive, without eventually taxing your facilities beyond their present capacities."

Mr. Gordon also commented on the indictment of General Motors by a federal grand jury on charges that GM used its economic power to monopolize the manufacture and sale of locomotives (RA, April 17, p. 10).

"We have been accused of using reciprocity to sell locomotives," Mr. Gordon said. "You men all know better. Why, may I ask, would anybody try to use reciprocity who is doing what we are doing at the Technical Center and who has accomplished what Electro-Motive has accomplished over the years?

"Let us pause for just a moment to evaluate reciprocity. In the first place, it has always been our view that *we would be hurt most* by any dependence on traffic for the sale of our product, because it would act as a crutch, would destroy the integrity of our effort, and would defeat us in our objective of deserving the confidence of the railroads on the sole basis of 'merit of product.' In fact, Electro-Motive never had, nor permitted its salesmen to have, information as to General Motors traffic.

"Secondly, any dependence on freight reciprocity would have boomeranged. Electro-Motive sells, and for many years has sold, diesels to all major railroads and practically all other railroads. In addition, all railroads are potential customers. Under these conditions, freight traffic given to one customer is freight traffic lost by another. This is no way to sell diesel locomotives to a customer or a potential customer.

"Further," Mr. Gordon said, "if you have a number of producers all depending on reciprocity for the business of many customers, the inevitable result is that the producers would divide up the customers on a prearranged basis. What an opportunity a situation like this offers a newcomer who has a superior, revolutionary, new product that will make money for its customers!"

## RAILROADING AFTER HOURS WITH JIM LYNE

**SOUND PHOTOGRAPHER**—The well-known locomotive photographer and sound recorder, O. Winston Link (58 E. 34 Street, New York City) has sent me another of his recordings of steam locomotive sounds on the N&W. This one, the fourth in the series, is a real dilly, called the "2nd Pigeon and the Mocking Bird." The first title is the name of a coal run between Williamson and Kermit. The second title is derived from the songbird which gets in its music between the hoots of steam whistles and the clatter of wheels and couplers.

**BEEBE LETS GO AGAIN**—The dedicated and discriminating antiquarian Lucius Beebe, has come forth with another of his gorgeous books on railroad yesterdays. This one is called "Mr. Pullman's Elegant Palace Car" (publisher, Doubleday & Co.)—576 large-size pages of magnificent pictures, with explanatory text; and a lot of authentic history, well written and embodying extensive original research.

Beebe's books are so attractive to the eye that his readers are tempted to spend most of their time on the pictures—which is a pity, because this author, in the text he writes, is a serious and discerning social critic, as well as an historian. His report shows that the Pullman car and the dining car had far deeper impact on the social life of Americans than the airplane has had—perhaps even more than the automobile. The "good old days" of railway travel were exactly that (except for too many accidents and the lack of air conditioning). Not all change is, necessarily, progress.

**BRAINS AND PHYSIQUE**—A recent newspaper piece about an effective railroader, whose build is a little on the ample side, refers to " a keen mind within the Falstaffian figure." Weighing myself a trifle more than is strictly necessary for health, I have only moderate enthusiasm for the current notion that tends to equate a skinny body with brain power. Some bay-windowed fellows, it's true, are sluggish in the attic—but this is an affliction which the slim ones do not always escape.

I recall a number of highly able railroaders in my lifetime who have not been, exactly, walking skeletons—which isn't to say, of course, that they might not have done even better if they'd trimmed down a bit. But isn't it also true that the guy with the movie actor's physique is also more of a target for the kinds of temptation which seldom promote professional productivity?

**GRAY AREA PRIVATE TRUCKS**—I've been reading an ICC report on a collision of a tractor-trailer combination—under trip lease to a big packing concern—which hit a mail truck, killing two people and doing $40,000 property damage. Apparently the driver of the tractor-trailer (who was farmed out to the packing concern, one-way, along with his vehicle) had been working excessive hours.

Shippers are pretty jealous of their "rights" to engage in private trucking, and I don't know anybody that wants to deny them these privileges. But is it honest-to-goodness private trucking (except in some fine-spun legalistic sense) when a shipper leases both his truck and its driver for a one-way haul?

While conceding to shippers the privilege to do unregulated private trucking, would it be wrong to require them to own the equipment used (or to lease it full-time)? What right have they to expect to get return loads as for-hire carriers, while still retaining their private privileges? Why shouldn't they be required to use as drivers only their own bona fide employees?

**SOME 100** of Atlantic Coast Line's passenger representatives from 14 states heard top officers of the road re-affirm their belief in the future of passenger service at a two-day sales and service meeting in Jacksonville.

# ACL Pushes Passenger Sales

The Atlantic Coast Line refuses to undersell its passenger business.

"Atlantic Coast Line Railroad is in the passenger business to stay," some 100 of the road's passenger representatives were told at a two-day sales and service meeting in Jacksonville, Fla. Speaking was ACL President W. Thomas Rice.

"I firmly believe that there is a place in the nation's economy and in the needs of the public for railroad passenger transportation," Mr. Rice said.

President Rice and other speakers—including Prime F. Osborn III, vice president and general counsel, and Philip J. Lee, vice president in charge of traffic—backed up their belief in the future of railroad passenger transportation with an impressive list of ACL accomplishments.

Mr. Lee revealed that ACL had decided to establish a piggyback-type arrangement for handling privately owned automobiles on a passenger ticket plan.

Although the railroad is still working out the details of the plan—ticket requirements, origins and destinations, schedules, frequency of service—Mr. Lee emphasized that "the important fact is that we will have such a plan and we hope to have it in effect for the coming winter season."

President Rice outlined to the group service improvements made by Coast Line in the last two years with an eye to winning travelers back to the rails:

- Assignment of passenger representatives to streamliners.
- New ticket offices (Miami Beach, Fla.; Charleston, S.C.; Savannah, Ga.) and passenger stations (Lakeland, Fla., and Savannah).
- Conversion of other-type sleepers into the more-popular bedroom cars.
- Installation of a central reservation bureau to speed up reservations and eliminate duplicate assignments of passengers.

"Too many of you have been told, I am sure," President Rice said, "that you are in the fading and folding end of the railroad business. Some of your associates probably on other properties have found that to be true. During the past few years, we have done quite a few things, and we have spent quite a lot of money in our effort to improve our passenger service. . . .

"Statistics on the part of the experts indicate that within the next ten years we will have an increase in population in this country of 33 millions of people. . . . There will be 60 billions of dollars spent in construction. . . . That's going to take a lot of traveling. . . . They are going to travel by rail, if we have anything to do with it.

"If we need anything badly," Mr. Rice continued, "if there is any one thing we need in railroad passenger business, it is enthusiasm on the part of the people who sell it. . . . A negative attitude will do nothing but further run passenger business in the red.

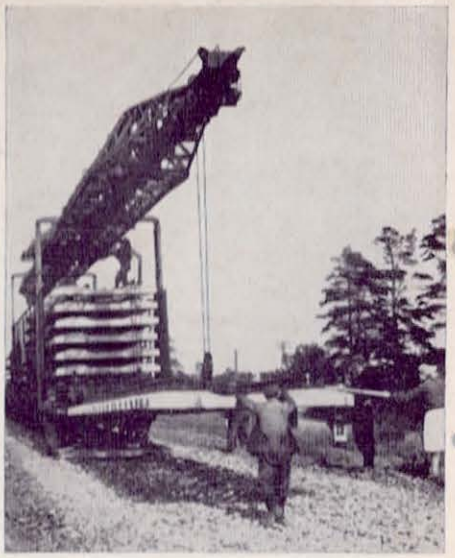
**AMONG ACL OFFICERS** at the meeting were, left to right, Philip J. Lee, vice president in charge of traffic; W. Thomas Rice, president; and Prime F. Osborn III, vice president and general counsel.

. . . Enthusiasm in my opinion of anybody trying to sell something, . . . is second only to loyalty.

"Your railroad is not going out of the passenger business. Your railroad is trying to build it up."

At the end of the meeting, Mr. Lee announced an incentive program for passenger sales. The program is designed to increase competition between offices. Those having the greatest increases in sales will receive prizes to be distributed among the employees.

**EUROPEAN CONCRETE CROSSTIE DEVELOPMENT** is illustrated by, left to right, the Dow Mac tie, the B-58 tie (Germany) and two French ties, the RS tie and the VW tie, both used on French National Railways (SNCF).



**RUSSIAN RAILWAYS** use beam cranes to lay track in panels on compacted ballast. Sixty lengths can be laid per hour.

# Concrete Crossties: World Trends

**The concrete crossties, though still in the testing stage in the United States and Canada, is already a fixture on many railway systems abroad. Reasons for its growing acceptance were enumerated for a New York audience of railway maintenance men recently by a French engineer and track expert, Roger Sonneville.**

Concrete crossties are more popular than ever before. Their popularity, throughout the world, has grown steadily since 1945. The explanation is simple: Wood and labor costs have gone up continuously since the end of World War II. Because of this, the cost difference between wood and concrete has been reduced, and the cost of maintaining conventional track structure has become exorbitant.

These points were made at a meeting of New York's Metropolitan Maintenance of Way Club. The speaker was Roger Sonneville, counseling engineer of the Societe d'Etudes Ferroviaires, of which he is also co-founder. The society was founded in Paris in 1953 to promote research in, and development of, modern track.

Mr. Sonneville's address emphasized the new worldwide trends in the design and use of concrete crossties. He said experience has shown that maintenance costs of concrete ties used in conjunction with welded rail are only half as high as costs of maintaining standard track installations.

Since the concrete tie is a cast product, Mr. Sonneville said, it can be made for optimum weight distribution on the ballast. This, he added, "would be an impossibility in utilization of wood, without considerable increase in price."

"Industrial concrete ties come in standard sizes of close tolerances," Mr. Sonneville continued, "resulting in the application of this tie on a preleveled and compacted ballast bed making a uniform installation without leveling and surfacing. This is most advantageous to new line construction. The main fault of concrete as a material is its inability to withstand shocks and vibrations. This . . . proves to be the largest benefit derived from concrete ties.

"To eliminate the disintegration of the concrete tie due to shock and vibration resulting from high speed and heavy tonnage, standard rail fastenings can no longer be used. It is essential to utilize fastenings which are designed for the protection of the concrete, of which several types exist. A common factor in any proven type of concrete tie fastening is the unification of the rail and tie which eliminates creeping, resulting in an ideal application for welded rail. . . ."

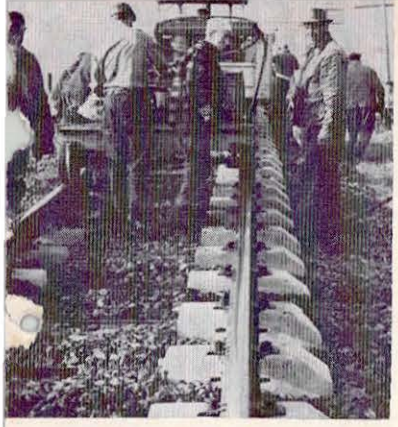
Joint maintenance, Mr. Sonneville said, represents 30 to 40% of track maintenance cost. "It must also be understood that joint conditions with conventional track result in rail-end batter, which usually means replacement with heavier weight rail, whereas premature replacement would not be necessary with welded rail."

"For a long time, many U.S. railroads have had welded rail installation on wooden ties. However, this method has not progressed as anticipated for the following reasons:

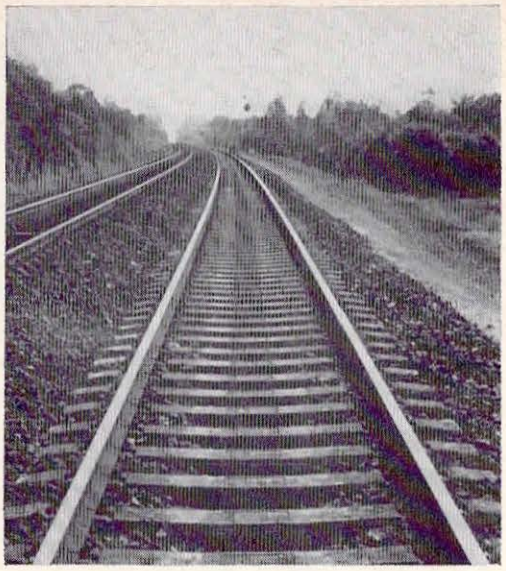
- "Dog spike fastenings do not prevent longitudinal creeping. This is eliminated by a large number of anchors for bi-directional creeping.
- "Because of the large temperature differential in the United States, buckling of welded rails is a serious problem with conventional track, since the wooden tie is light and does not prevent movement of rails. For this reason, all welded rails are laid and fastened normally in summer. However, this causes a winter problem, where the rails have high tension stress causing rail fatigue, resulting in failures. The concrete tie, on the other hand, because of the type fastening used and its weight . . . reduces these problems and justifies its usage in newly-laid welded rail."

It is essential, while describing different types of concrete ties used outside the United States, to give the conditions under which they have been proven, Mr. Sonneville went on.

"Prestressed concrete ties were first developed at the end of World War II and . . . were first used in France, Germany and England and more recently in Japan and Russia. Limited installations have also been tried in Italy and South Africa. These prestressed concrete ties resemble in shape the existing wooden tie. Prestressing is applicable to beams which are relatively long. The structure of this type of tie depends essentially on the force given to the toe load and the condition of distribution on the ballast. The most conservative design of this type is the so-called Dow Mac tie. This type of tie has been continually strengthened so that today it theoretically can carry a toe load of 28.5 tons distributed on the ballast as follows: Uniform pressure on a length of 40 inches under each rail and one-quarter this pressure



TEST INSTALLATION OF RS TIES has been laid on the Canadian National.



VALLETTE-WEINBERG (VW) TIES have been in use since 1952 on SNCF.

# in Design and Use

in the middle section of the tie.

"The Dow Mac tie is 2.60 meters long. The total prestressing exceeds 50 tons and is obtained by steel wire (5-mm diameter) pretensioned in the mold and bonded to the concrete. In practice, the behavior of this tie is excellent, with loadings of 22 tons per engine axle and 15 tons for freight car axles, with conventional laying maintenance as used for wooden ties. The vertical stability is very good for tie spacing of 30 in. with 109-lb rail."

In the Russian tie, Mr. Sonneville continued, prestressing is slightly lower —about 40 tons. Wires, of 2.5 mm diameter, are made of high tensile steel (200 kg/mm 2).

The Russian railways, to avoid dangerous centerbinding, have taken special steps in the laying operations. After mechanized removal of old track panels, ballast is heavily compacted with a center trough in the track bed. New prefabricated track panels are then mechanically laid by so-called Platov beam cranes, their lengths being of 12.5 or 25 meters, according to the lifting capacity of the beams. Roughly 60 lengths are laid per hour. Maintenance tamping is done to avoid centerbinding.

Russian railways have about 2 million ties of this type in track, and they endeavor to increase the production up to 10 million yearly, or 25% of their present needs. These replace ties which are generally of creosoted softwood.

"The Vallette-Weinberg (V-W) tie used on the French National Railways results from research started in 1944. It is an improvement of the SCOP type of which 250,000 have been manufactured up to 1947. Its outstanding characteristics appear to be its slim shape and flexibility. Prestressing is somewhat over 40 tons, which is high in comparison with the cross-section and the weight (only 170 kg).

"The V-W tie has a relatively low cost in France. Its price is only 40% higher than that of a hardwood tie. Results in track are excellent and are in favor of the flexible type of tie with high prestressing per cross-sectional unit. It is necessary to have and maintain carefully a center trough in the ballast (against centerbinding). Otherwise, laying and maintenance operations are the same as those for timber ties, and there is no necessity of compacting ballast before laying."

V-W ties have been laid also in Italy and South Africa, Mr. Sonneville said.

"The Japanese concrete tie is similar to the V-W. It gives excellent results, but needs frequent tamping in the areas under rail, as well as the center trough, which is tedious in narrow-gage track. Japanese railroads keep three men per mile per year for track maintenance.

"The German tie design is different from the French. German ties have a uniform large cross-section. Their average height is 190 mm and their weight is high (270 kg). However, to limit cost, total prestressing is low, somewhat under 27 tons. This figure as applied to a large cross-section of the tie gives a comparison value per unit less than half that of the French V-W.

"Due to the large section, the German tie has a static resistance nearly equivalent to that of other types. However, due to the corresponding rigidity, stresses resulting from an uneven bearing on the ballast are considerably high."

This shows how intricate it is to design a concrete tie, the French engineer went on. It is easy to calculate and afterwards measure static characteristics of a tie design, but dynamic stresses which will occur under traffic depend on the shape, the flexibility, and the ballast behavior (this behavior itself is influenced by the flexibility of the tie design), the laying and the maintenance conditions.

"German ties have been frequently modified or altered as to shape, as well as the inside design, this being a consequence of difficulties of application of very rigid designs with low prestressing. The present type, dating from 1958, has four prestressing rods of medium tensile steel. . . .

"Extreme care is taken in track laying operations. After removing old track, the ballast bed is leveled and compacted. Two parallel layers of gravel are also leveled and compacted before laying the ties, to avoid centerbinding. Use of this tie requires also care in rail surface, which includes regular grinding of rails to erase surface defects and, consequently, to lessen the high-frequency vibrations.

"To sum up, the prestressed concrete tie is successful and justifies the hopes of its engineers. This success, however, results from a good design of the tie itself, changes in the existing roadbed standards which are variable depending on the load, usage and the design data of the tie.

"For instance, experience from various types of prestressed concrete ties shows that there is no difficulty in the sections under the rails if and when: the resisting moment is at least equal to + 150 ton-centimeters (TCM) and - 125 TCM (therefore, the prestressing having but little eccentricity); the fastenings stop any play or impact under rail and dampen any high frequency vibration of rail; welded rails must be used, as the shocks from bolted joints crack prestressed concrete."

The center part of a prestressed concrete tie is still a weak zone, Mr. Sonneville said. "The British tie, the strongest in this respect, can only withstand in that area 25% of the normal pressure exerted in the area under the rail. It is easy to figure that the bending moments resulting from centerbinding of the tie are several times the resisting moment which can be attained practically in the tie construction.

"Thinning out or sharpening the lower face of the center portion of a prestressed concrete tie has one limit which is the maximum compression stress admissible into the concrete in the center section. This limit determines the total prestressing of the tie with obvious consequences. The best example is the

(*Continued from page 29*)

Swedish tie, with the center part being reduced to a small section (a steel tube filled with concrete through which passes the single prestressing rod). The total prestressing force is less than 15 tons. Accordingly, block sections are reduced with a very narrow bearing area of rail. The tube is nevertheless subject to a high permanent compression force, limiting to a narrow margin its elastic bending properties. The same remarks apply to the three-block ties of the Belgian, German and Russian types. "The center part of a prestressed concrete tie appears definitely useless as a support and a dangerous nuisance. . . . I finally decided to suppress concrete in the center portion, as well as any prestressing—prestressing becoming useless in short blocks working more under shear than bending.

"I have been lucky enough to be able to observe on French railroads, on secondary lines, an obsolete kind of mixed-type concrete tie (two blocks and a connecting soft steel bar) of which nearly one million had been manufactured over about 30 years. The study of the surviving specimens suggested some basic alterations after which it was clear that an up-to-date, two-block tie would suit the French railroads' main line traffic conditions.

"The design involved research (done at the French National Railroad Track Research Section) on the following points:

- "Design of the doubly flexible fastening' of the rail on the tie (grooved rubber resilient tie pad) absorbing and dampening rail vibrations to protect the concrete and the Elastic Clip, securing permanently the rail on the tie with a nonlinear curve of flexibility, giving the necessary increase of stress to stop the rail from bouncing away from the tie pad.
- "Anchorage of the fastening bolts in the steel tie bar itself and not in the concrete, to eliminate the various defects of the different plug systems of obsolete types of ties observed.
- "Designing a convenient section of rolled steel (hard steel) tie bar as: a safe connection between blocks; a main reinforcement of each block; sufficiently flexible to suit handling, laying and maintenance processes, as well as to limit transfer of bending moments from one block to another.
- "Design the secondary reinforcements of the blocks, as well as the composition and casting of concrete so as to obtain a high resistance to traction, fatigue and impacts.

"RS patented ties, first manufac-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tured in 1949, were first used in France. Railroads are rather conservative. As an example, the French National Railroads waited up to last spring, after 12 years and some million successful RS ties, to lay a first section on the Paris-Lyon line (at present the fastest track in the world).

"RS ties were soon tested on tracks of other countries. This needed in every case a complete study of existing conditions which vary according to climate and customs. Presently a considerable and useful experience is being gained every day from 32 plants in 22 countries. Incidentally, the largest plant was created in Mexico, with a daily production of 2,500 ties for construction of the new Chihuahua Pacifico line (almost complete). The most recent RS ties were manufactured last August in Toronto and have been in track near Drummondville on the Canadian National since the beginning of October. The installation, as a test of 1,000 ties, has been made with the standard equipment existing for timber ties.

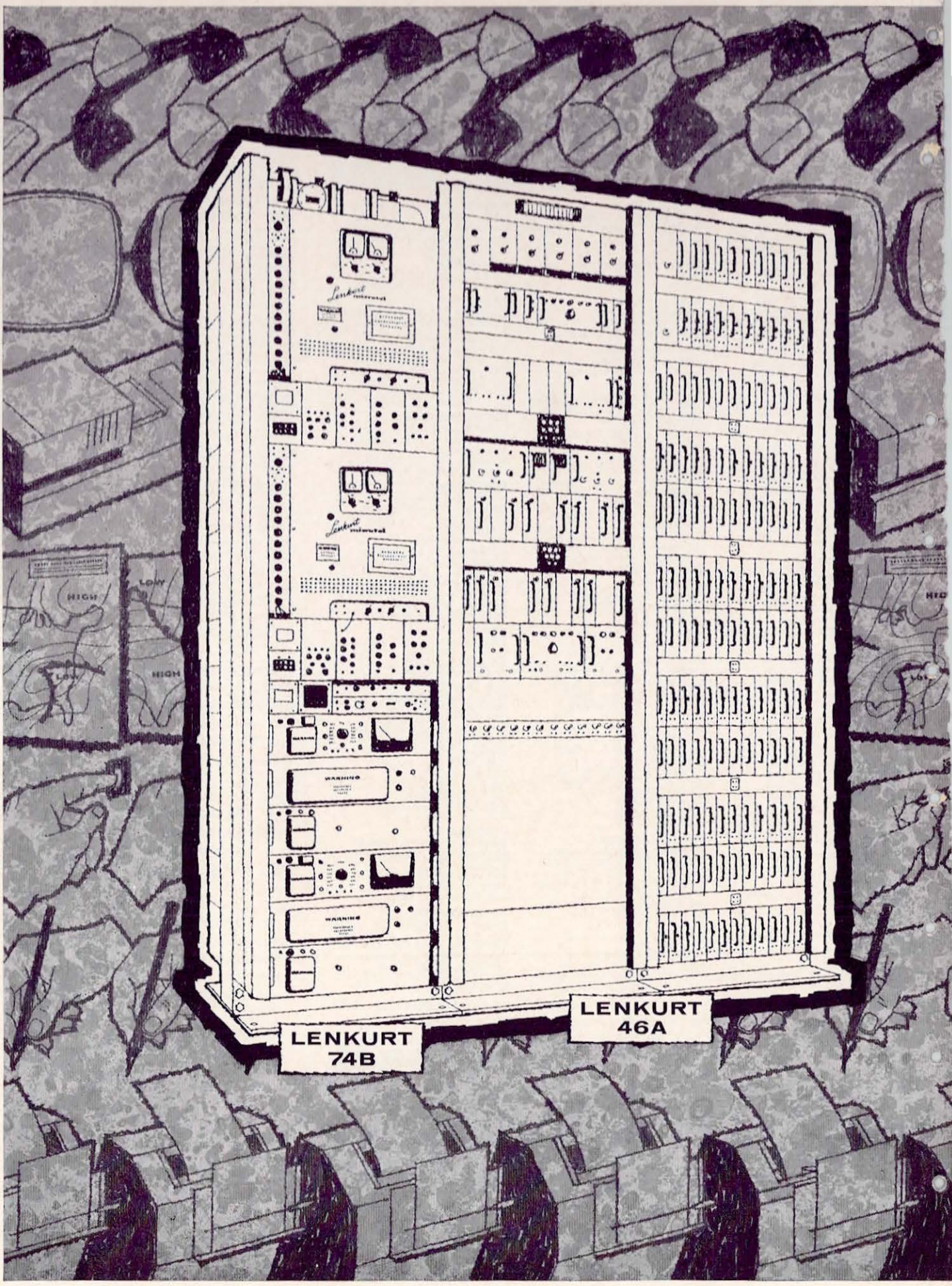
"In most cases, RS ties are as satisfactory as timber ties, from the technical point of view. In many cases they are . . . better suited than wooden ties to some particular conditions, for instance, with long welded rails.

"Being made of concrete, RS ties are heavy and stable, equipped with time-confirmed fastenings. They are positively anchored to the rails. Moreover, due to the two blocks, they offer two more lateral abutments in the ballast. Practically, an RS tie has a lateral resistance against any movement of 1 ton. . . . From that structural difference derive the following advantages:

- "A saving of 25% in volume of ballast in the case of long welded rails.
- "A possibility, under equal conditions (temperature, etc.) to weld track in smaller radius curves than with other shapes of ties.
- "Reduction of fatigue stress of long welded rails during winter because this better lateral stability allows the laying and fastening of rails at a much lower temperature than on timber ties.

"These various characteristics and corresponding advantages help the development of this kind of modern track. In 1961 it was introduced in three new countries of widely different sizes and locations—Luxembourg, Morocco and Brazil.

"With as reliable a tool as a well-balanced concrete tie, there are certainly very few problems which cannot be solved, and the more difficult they may appear at first sight, the more interesting and enlightening they are to study. We are very eager to try our technique on United States and Canadian railroads."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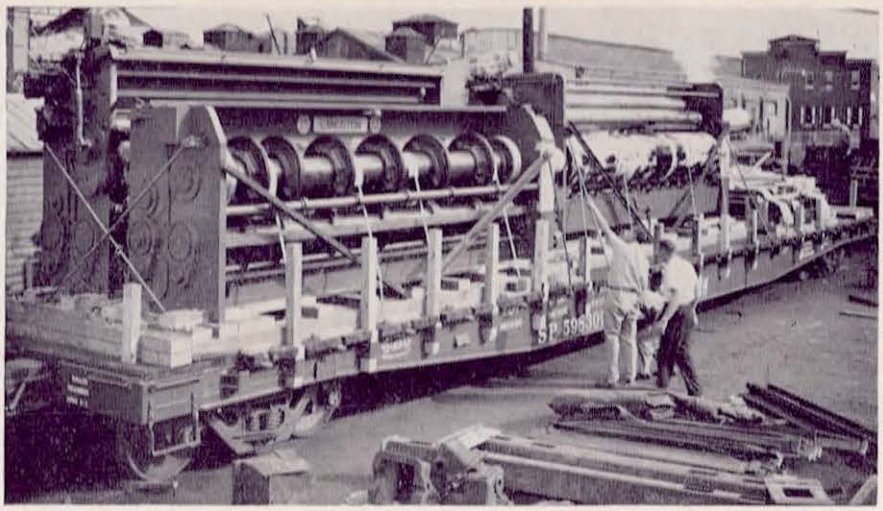
## Assembled Machine: Fewer Shocks

This printer-slotter with weight of 124,400 lb has completed a transcontinental trip on a new Southern Pacific flat car which has a Hydra-Cushion underframe. Because of impact-absorbing capacity of this hydraulic cushioning system, it was possible to ship fully assembled this machine which prints and slots corrugated boxes. Normally such equipment would be disassembled and packaged for shipment on three or four cars. First revenue trip for the car recently completed by Thrall, the shipment moved from Samuel M. Langston Co., Camden, N. J., to Weyerhaeuser Co., Colton, Cal.



# C&NW Seeks to Drop '400's'

**► The Story at a Glance: Chicago & North Western has appealed to the ICC for permission to drop two passenger trains—the Twin Cities "400" and the Rochester "400"—which are losing money at the rate of $6,500 a day. Meanwhile, Chairman Ben W. Heineman says the road's suburban service has dipped into the red, warns that Chicago faces a transport crisis unless something is done quickly.**

One of the nation's first high-speed, intercity trains will make its last run before year's end if the Interstate Commerce Commission gives approval to a petition filed Oct. 30 by the Chicago & North Western.

C&NW wants to drop its Twin Cities "400," once one of the Midwest's most popular trains and famed for its pace-setting speed of approximately 400 miles in 400 minutes. Now, says North Western, airplanes make the same distance in less than an hour, and super highways, paralleling the "400's" route, have induced passengers to desert the train for the convenience of the auto. The one-time queen of the North Western fleet is now losing $3,339 a day; net loss in 1960 was $1,101,563.

In the same application, C&NW also asked permission to drop its Rochester "400" which operates between Chicago and Mankato, Minn., via Madison, Wis. The Twin Cities "400" operates between Chicago and St. Paul-Minneapolis via Milwaukee and makes a direct connection with its sister train at Wyeville, Wis., for transfer of passengers in both directions.

The Rochester "400" was shortened to its present Chicago-Mankato run in October 1960. As the Dakota "400," it operated between Chicago and Rapid City, S.D.

North Western told the ICC that since 1959, passenger volume on the Twin Cities "400" has dropped 22% and on the Rochester "400" about 31%. The average daily loss on the Rochester "400" before interest or return has increased from $2,435 in 1959 to $3,037 in 1960 and $3,127 in the first five months of 1961. Last year the train ran at a loss of $1,111,452, according to the C&NW petition.

A North Western spokesman said the proposed discontinuance of the two daylight runs follows a two-year experiment to attract more riders through low fares and bargain-priced meals.

Despite this, passenger volume continued to drop. "These huge, substantial direct cash losses are an increasing, unnecessary drain on the resources of the North Western," the road told the ICC. "The financial results in the operation of the trains clearly constitute an undue burden on interstate commerce and unduly impair the applicant's ability to render adequate transportation service to those who still need and depend upon its rail service."

North Western asserted that in the last two years, it has participated in 476 separate freight rate reductions for Wisconsin and Minnesota shippers and consignees, adding: "Such a policy cannot long be continued if freight revenues are simply going to be used to pay the passenger deficit of the trains in question. Nor is it feasible in this competitive era to raise freight rates to take care of the passenger deficit." In 1960, C&NW passenger losses ate up more than the entire net railway operating income from freight service.

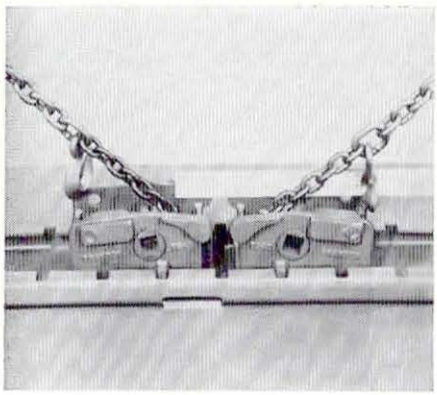
C&NW Chairman Ben W. Heineman recently predicted that North Western suburban service, which made a modest profit last year, would also operate in the red this year. He blamed newly opened expressways, paralleling North Western routes, for the drop in passenger revenues.

Mr. Heineman attacked the "dog eat dog" policy that he said exists in Chicago's transportation picture. He said that "up to now, Chicago has been fortunate enough to have the finest mass transit system in the country. Not only the finest, but by far the cheapest network from a price standpoint of any city in the United States." To prevent the deterioration of this system, Mr. Heineman called for the creation of a mass transportation commission, endowed by the state legislature, and directed to "engage the best engineering and urban planning brains in the country and put them to work on a comprehensive plan that would coordinate all metropolitan mass transportation."

He said that unless this is done in the immediate future, Chicago will face the same kind of deteriorating transportation system found in many other major metropolitan areas.

In what some observers feel is a counter move to Mr. Heineman's suggestion, Chicago Mayor Richard J. Daley announced that he has retained a consulting firm to conduct a municipal study of transportation needs.

# NEW PRODUCTS REPORT



## Auto Tie-Down (RA-1)

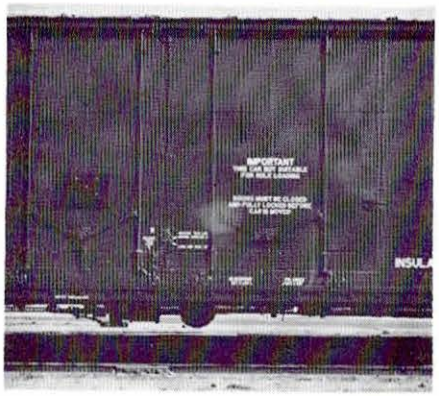
An automatic safety latch on the improved Auto-Tie, a multi-level device for shipment of automobiles, gives a more positive lock under impact and vibration. Winch drum design eliminates need to remove winch from anchor channel to change chain. Drum gives an 8-in. take-up for one full turn. For maximum load capacity, winch anchoring is at 3-in. increments for full length of car. Winches can be moved without removing bolts. *Brandon Equipment Co.*

## Automobile Unloader (RA-2)

The Model TULCR automobile unloader is "rubber mounted" on 15-in. wheels and equipped with air brakes and a telescoping tongue. It can be towed by truck or tractor and used where no spur or dock is available and with multi-level cars having lower decks 38 in. above the track. Ramps, manually operated by a 1-in. power wrench or crank, raise up to 14 ft 7 in. The hitch of the 16,200-lb unloader can be lifted by one man. *Buck Equipment Corp.*

## Dry Fire Extinguisher (RA-3)

The Oneshot dry powder fire extinguisher is non-poisonous and contains no tetrachloride. It is furnished with a clip that makes it possible to fasten the extinguisher to one's belt for quick availability. The extinguisher is said to be particularly effective on oil, grease, and electrical fires. According to the manufacturer, it will put out virtually any type of first-stage fire from which most large fires start. *Spray Products Corp.*



## Double Flush Doors (RA-4)

Double sliding flush doors improve mechanized loading and unloading of lumber and other bulky and palletized commodities. The doors, fitted with rubber gaskets, are flush with the car sides when closed. They are locked in closed position and braced against bulging loads, and automatically locked in open position by spring latches. When handling grain, a grain loading door is placed in one of the sliding flush doors. *Youngstown Steel Door Co.*



RAILWAY AGE WEEKLY

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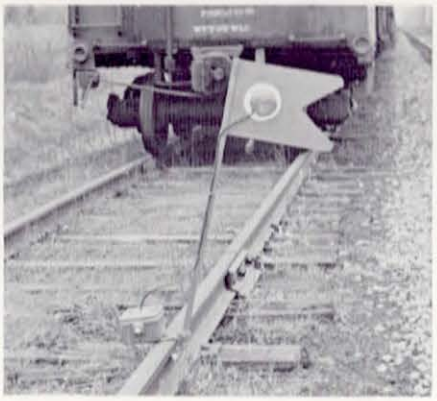
# NEW PRODUCTS REPORT



## Blue Flasher Light (RA-5)

A 4-in. Blue Flasher Safety Light has been incorporated into the standard blue flag to provide a higher level of safety for nighttime and dusk protection. Self-contained and battery powered, the electronic unit (Model HD-2-T) operates continuously on one 8-cell, 6-volt battery for over 1,400 hours. Light can be be turned off with a key and the battery case is secured with a special tamperproof nut. *Flasher Handling Corp.*

## Insulation Panels (RA-6)

Insulfoam panels, manufactured with Nopco chemicals for insulating refrigerated piggyback trailers, consist of a 3- and 4-in. thickness of Urethane foam permanently bonded to plywood. Insulfoam is said to have minimum thickness, light weight and structural strength, and to be rot- and vermin-proof and moisture resistant. Panels are cut or foamed with hand or power tools and meet AFDOUS code provisions. *Insulfoam, Inc.*

## Epoxy Coating (RA-7)

Sealaway, a ready-mixed epoxy coating, can be applied with paint brush, soft-bristle broom, mop, or wool applicator. It is suitable for concrete, wood, masonite, etc., and may be applied over varnish, paint, or lacquer. It covers from 200 to 400 sq ft per gal, depending upon surface porosity and thickness of application. It may be recoated in 3 to 4 hr and is ready for full service in approximately 12 hr. *Hallemite Mfg. Co.*

## Nylon Castings (RA-8)

A nylon casting process makes available nylon shapes for side bearings, brake system bushings, dies, and similar parts requiring wear resistance and impact strength. The material, designated as MC nylon, is a Type 6 nylon formulation which can be cast at atmospheric pressure in large sizes and without expensive molds. MC nylon is also available in tubular bars up to 4 ft long and plates up to 4 in. thick. *Polymer Corp.*

## New Literature

CLARK-COOPER HORNS. This 16-page brochure describes the complete line of air horns, steam horns and accessories manufactured by the Clark-Cooper Division of Frederic B. Stevens, Inc. (NL-1)

R-P&C VALVES. A 16-page brochure describing the various valves and valve accessories manufactured by the R-P&C Valve Division of the American Chain & Cable Co. (NL-2)

ALLIS-CHALMERS LIFT TRUCKS—F SERIES. Engineering, construction and operating features of the manufacturer's seven new "F" series lift trucks, including the three special "FS" models, are highlighted in a 24-page, illustrated catalog. (NL-3)

CATALOG B-62. This new publication illustrates a variety of weatherproof cast aluminum fixtures, floodlights and luminaires designed by Stonco Electric Products Co. for exposed industrial applications. (NL-4)

EXOWELD. Describes Exomet Inc.'s method —involving use of a complete, self-contained kit—for welding railroad, crane and mine rails to produce shrinkage-free and crack-free welds with guaranteed uniform mechanical properties. (NL-5)



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NAME ..... TITLE .....
COMPANY .....
ADDRESS .....
CITY ..... ZONE ..... STATE .....

# Market Outlook

## Carloadings Slip 0.5% Below Preceding Week's

Loadings of revenue freight in the week ended Oct. 28 totaled 647,549 cars, the Association of American Railroads announced on Nov. 2. This was a decrease of 3,226 cars, or 0.5%, compared with the previous week; an increase of 26,742 cars, or 4.3%, compared with the corresponding week last year; and an increase of 59,773 cars, or 10.2%, compared with the equivalent 1959 week.

Loadings of revenue freight for the week ended Oct. 21 totaled 650,775 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CARLOADINGS
For the week ended Saturday, Oct. 21

| District | 1961 | 1960 | 1959 |
|---|---|---|---|
| Eastern | 89,648 | 89,275 | 89,254 |
| Allegheny | 103,471 | 105,239 | 87,789 |
| Pocahontas | 54,429 | 53,089 | 48,241 |
| Southern | 118,711 | 116,808 | 116,540 |
| Northwestern | 99,973 | 98,171 | 74,055 |
| Central Western | 130,303 | 124,000 | 135,588 |
| Southwestern | 54,240 | 50,991 | 56,050 |
| Total Western Districts | 284,516 | 273,162 | 265,693 |
| Total All Roads | 650,775 | 637,573 | 607,517 |
| Commodities: | | | |
| Grain and grain products | 63,440 | 62,665 | 66,822 |
| Livestock | 10,607 | 10,559 | 11,752 |
| Coal | 111,835 | 113,299 | 112,470 |
| Coke | 7,704 | 6,313 | 3,320 |
| Forest Products | 39,812 | 38,229 | 40,648 |
| Ore | 49,054 | 46,114 | 10,990 |
| Merchandise l.c.l. | 27,821 | 34,990 | 42,528 |
| Miscellaneous | 340,502 | 325,404 | 318,987 |
| Oct. 21 | 650,775 | 637,573 | 607,517 |
| Oct. 14 | 642,172 | 653,277 | 579,410 |
| Oct. 7 | 639,941 | 645,986 | 557,576 |
| Sept. 30 | 638,268 | 632,227 | 572,352 |
| Sept. 23 | 605,842 | 617,673 | 587,611 |
| Cumulative total, 42 weeks | 23,016,406 | 25,216,830 | 25,162,567 |

**PIGGYBACK CARLOADINGS.**—U. S. piggyback loadings for the week ended Oct. 21 totaled 13,033 cars, compared with 11,918 for the corresponding 1960 week. Loadings for 1961 up to Oct. 21 totaled 471,459 cars, compared with 450,259 for the corresponding period of 1960.

**IN CANADA.**—Carloadings for the seven-day period ended Oct. 14 totaled 68,517 cars, compared with 78,050 for the previous seven-day period, according to the Dominion Bureau of Statistics.

| | Revenue Cars Loaded | Total Cars Rec'd from Connections |
|---|---|---|
| Totals for Canada | | |
| Oct. 14, 1961 | 68,517 | 22,894 |
| Oct. 14, 1960 | 68,922 | 25,876 |
| Cumulative Totals | | |
| Oct. 14, 1961 | 2,748,886 | 958,716 |
| Oct. 14, 1960 | 2,924,336 | 1,106,702 |

# New Equipment

### FREIGHT-TRAIN CARS

► *Great Northern.*—Will purchase 20 Airslide covered hoppers from General American for delivery in second quarter 1962. GN has also authorized its subsidiary, Western Fruit Express, to acquire 35 50-ft cushion underframe, insulated box cars and 10 additional refrigerated trailers.

► *Northern Pacific.*—Took delivery of the last of 50 mechanical refrigerator cars from Pacific Car & Foundry (RA, July 17, p. 31).

### LOCOMOTIVES

► *Santa Fe.*—Ordered eight U25B diesel units from General Electric for delivery in March 1962. The 2,500-hp, low-hood locomotives will be used in high-speed freight service.

# New Facilities

► *Atlantic Coast Line.*—Ordered CTC equipment from Union Switch & Signal Division of WABCo. for installation on approximately 45 miles of territory from Fayetteville, N.C., to the South Carolina state line. Control will be from an addition to an existing machine at Rocky Mount, N.C.

► *Chesapeake & Ohio.*—A $1,000,000 expansion program at C&O's Presque Isle docks at Toledo, Ohio, is scheduled for completion early in 1962. Program involves construction of 23 new tracks with a capacity of 1,500 cars.

► *Louisville & Nashville.*—Authorized expenditure of $793,000 for track changes on a 98-mile section of track between Hazard and Ravenna, Ky. Plans call for elimination of six passing tracks, extension or reduction in length of eight others to permit operation of 170-car trains between the eastern Kentucky coal fields and Cincinnati.

### FOREIGN

► *Bolivia.*—Is considering a $10-million railway rehabilitation program. Details are available from Ministry of Public Works, La Paz.

► *India.*—Will use proceeds of a $50-million World Bank Loan for railway expansion and development in 1962. A five-year plan that began last April calls for railway imports totaling almost $400 million by 1966.

# Maintenance Expenditures

► *Down 4.6% in August.*—Expenditures by Class I roads for maintenance of equipment, way and structures in August were down about $11.7 million, compared to August 1960, according to report of AAR Bureau of Railway Economics summarized below:

| | Aug. 1961 | Aug. 1960 | % Change |
|---|---|---|---|
| Maintenance of Way and Structures | $ 98,087,450 | $103,407,759 | — 5.1 |
| Maintenance of Equipment | 143,410,404 | 149,797,501 | — 4.3 |
| Totals | 241,497,854 | 253,205,260 | — 4.6 |

## Editors Afield—Full Status for C&S Departments?

**TORONTO.** — The increasing practice of bringing signal and communications departments into the engineering department is causing considerable concern among C&S men. It is not at all a matter of pride and prestige. Conversations with railroad men attending the first annual meeting of the new Communication and Signal Section, AAR, indicated to this reporter that the subject is worthy of serious consideration by top management.

Many of the ever broadening range of activities engaged in by C&S men are outside the normal boundaries of engineering department activity and responsibility. Hotbox detectors and data communications equipment, which depend heavily upon electronics, involve several departments—not just C&S alone—such as operations, mechanical, traffic, accounting, etc. The growth of data processing and computer usage has brought about a close working relationship between communications and accounting departments.

Rapid technological progress in signaling and communications areas (data communications, traffic control, remote and automatic control of trains) cuts across departmental lines affecting all facets of railroading. "This across-the-board impact can best be evaluated by top management," said a communications officer, "not the chief engineer."

"It must be realized," one signal officer told me, "that the engineering department on a railroad is really only a civil engineering department, and a civil engineer frequently has a poor appreciation of things electrical." This was backed up by another signal officer who told of his experience in presenting a budget item on replacing an attended interlocking with an automatic interlocking which would provide annual savings of 20%. This item was knocked out of his budget, the chief engineer told him, because the money was to be used for painting a bridge.

A suggested remedy, made by several persons with whom I talked, is to give full status to C&S departments on an equal basis with engineering, mechanical, etc. On a few railroads the C&S officer reports directly to the president. This situation, I am told, works out very well. The support and encouragement which top management can give to C&S men (in part, giving them greater opportunity to be heard at top levels) may well have important economic consequences.

The challenge of reappraisal of C&S goals was strongly made by the keynote speaker, R. A. Emerson, CP vice president, and C&S Chairman R. C. Steele, engineer of signals, CP. The speakers urged that long life might not be as desirable as formerly because of today's economic conditions and rapid technological progress. Some facilities may become technically obsolete before they are physically obsolete. Against this, of course, must be weighed the cost of replacement. One communications engineer pointed out to me: "In the case of telephone poles, the labor cost in replacing them is by far the greatest factor, so that treated poles are well worth their extra cost and long life, as compared to untreated poles."

At the final business session the meeting was thrown open for general discussion from the floor. It soon became the liveliest part of the meeting. Some railroads have experienced difficulties in retarding cars with the new cast steel wheels. One road had three new covered hoppers with their very first loads "run wild" the first time they were classified in an automatic retarder yard. Examination after classifying revealed that the inside faces of the new cast steel wheels had a polished surface of only 3/32 in., indicating that only that small surface was available for retardation.

Tests were later conducted using a covered hopper with cast steel wheels, loaded with sand (gross weight about 100 tons). The car was put over the hump of the automatic yard at 3 mph. Almost perfect control was obtained with completely automatic operation, although later examination showed that only two wheels on diagonally opposite ends of the car had enough frictional surface to obtain retardation. A railroad spokesman, in this "off-the-record" discussion, said that further testing seemed to indicate that cast steel wheels may cause problems only the first time they pass through retarders, but on successive passes the retarding effect is more pronounced. He said that the retarder operators at his automatic yard have been instructed to take manual control for new cars with cast steel wheels being classified for the first time.

There is a great inter-dependence which some persons are overlooking, especially in car design, other members stressed. The new longer, lighter cars are creating some operating problems, particularly in automatic yards. As a means of avoiding such problems one man stressed the need for more communication and cooperation among the various AAR divisions and sections. A lot can be done in the initial development of a car, he said, to avoid later expense when new cars cause problems in operation of automatic yards or signal systems.

**Robert W. McKnight**

## MoPac Wants ICC Hearing On Plans of Alleghany

The Missouri Pacific has asked the ICC to hold a public hearing on a petition filed by Alleghany Corp. for authority to terminate the voting trust agreement which ties up Alleghany's substantial holdings of MoPac Class B stock.

The trusteed Alleghany interest amounts to about 50% of the Class B stock—20,300 shares out of a total of 40,648 shares. While there are 1,871,957 shares of MoPac Class A, in which Alleghany's interest is relatively small, the MoPac petition tells the ICC that Class B holders have "an effective veto power over many vital and important corporate actions, including such things as mergers, recapitalizations, stock dividends, stock options, stock rights, equity financing, the issuance of convertible securities, and the use of Missouri Pacific stock for exchange in acquisitions of control."

Suggesting that this situation makes the Alleghany proposal a matter of "vital interest" to MoPac, the latter's petition goes on to ask for a "full" Commission inquiry "as to the purposes and designs of Alleghany" with respect to the B stock, and "as to the wisdom of this Commission in altering its prior determinations."

Trustee for Alleghany's holdings is Empire Trust Co. Among other provisions, the trust agreement prohibits sale of Alleghany's MoPac holdings to another railroad. The Alleghany and MoPac petitions were filed in the Louisville and Jeffersonville Bridge and Railroad Co. case (Finance Docket No. 18656) in which the voting trust was set up several years ago.

Herman C. Jacobsen
C&NW

Lawrence L. Newberry
Reading

Edward W. Schaefer
Reading

B. C. Walters
Railway Age

Alan R. Cripe
Reynolds Metals

O. L. Adkins
Aeroquip

# PEOPLE IN THE NEWS

**ASSOCIATION OF WESTERN RAILWAYS.**—**James E. Wolfe,** vice president—personnel, **Burlington,** appointed chairman, Western Carriers Conference Committee, AWR, effective Nov. 1, succeeding **Theodore Short,** retired. A member of the committee since 1952, Mr. Wolfe is currently serving as a carrier representative on the Presidential railroad commission.

**ATLANTIC COAST LINE.**—**J. H. Arnold,** trainmaster, Ocala, Fla., transferred to Tampa. **C. E. Brown** appointed general agent, Augusta, Ga.

**BALTIMORE & OHIO.**—**George Murray Campbell,** vice president and executive representative, Chicago, retired on Oct. 31 to Manchester, Vt. (Box 541, West Road).

**Ross M. Conlin, Jr.,** assistant to coal traffic manager, Baltimore, Md., appointed coal traffic manager—sales. **John K. Thorney,** general coal freight agent, appointed coal traffic manager—rates.

**CANADIAN NATIONAL.**—**Gordon T. Kurkin** appointed regional superintendent, sales and operations, Winnipeg, Man. **K. A. McIntosh** named assistant superintendent—operations, succeeding **T. L. Lodge,** transferred to Edmonton, Alta.

**CHICAGO & NORTH WESTERN.**—**Herman C. Jacobsen,** administrative assistant in the freight rate department, Chicago, named to the newly created position of director of rate research and education. **Roy D. Erickson** and **Joseph A. Connelly,** assistant freight traffic managers-rates, advanced to the newly created positions of freight traffic manager-grain rates and assistant freight traffic manager-grain rates, respectively.

**CHICAGO SOUTH SHORE & SOUTH BEND.**—**Harry O. Connell,** treasurer and auditor of freight revenues, and **Fred G. Williamson,** assistant secretary, assistant treasurer, and valuation engineer, Michigan City, Ind., have retired. Effective Nov. 1, **Norman H. Zeese** named treasurer. **John A. Sack,** auditor passenger revenues, appointed assistant secretary and assistant treasurer. **Harold G. Flory** named auditor of freight revenues and **Ralph Long** appointed valuation engineer.

**LOUISVILLE & NASHVILLE.**—**Robert F. Stiens,** formerly assistant corporate tax manager, Federated Department Stores, named to the newly created position of director of tax administration, L&N, Louisville, Ky.

**MISSOURI PACIFIC.**—**Ralph A. Barger,** office manager of the freight traffic-sales section, St. Louis, appointed district sales manager, Omaha, succeeding **Joel N. Clark,** retired.

**NEW YORK CENTRAL.**—**William E. Frechette** appointed lighterage superintendent, Weehawken, N. J., succeeding **Walter H. Harris,** retired. **George J. Zinza,** assistant freight agent, Weehawken, succeeds Mr. Frechette as freight agent there.

**NORFOLK & WESTERN.**—**Robert E. Tissue,** commercial agent, Durham, N. C., named general agent there, succeeding **Paul W. Glenn,** who retired Oct. 31.

**NORTHERN PACIFIC.**—**Louis A. Harris,** member of the law firm of Lewis, Grant & Davis, Denver, named commerce counsel of the NP.

**R. K. Robinson,** district passenger agent, Seattle, Wash., appointed general agent—passenger department there, succeeding **W. L. Brouelette,** who retired Nov. 1. **R. L. Gaunt,** traveling passenger agent, Tacoma, Wash., succeeds Mr. Robinson.

**PENNSYLVANIA.**—**J. F. Tripician,** manager—salary administration, Philadelphia, appointed director—personnel administration, succeeding **James I. Patin,** retired. **Guy B. Ford** succeeds Mr. Tripician. **Samuel W. Seeman** appointed manager—employee development. **C. R. Kirk** named assistant auditor of freight revenues, succeeding the late **C. W. Hannum.**

**READING.**—**Lawrence L. Newberry,** assistant to vice president—freight traffic, Philadelphia, named eastern freight traffic manager there, succeeding **Edward L. Dash,** named general freight agent. **Edward W. Schaefer,** assistant general freight agent, Philadelphia, succeeds Mr. Newberry.

**SANTA FE.**—**P. M. Genrich** appointed superintendent of special service, Los Angeles, replacing **J. L. Hastings,** promoted (RA, Oct. 23, p. 34).

**SOUTHERN.**—**John F. Manley** appointed assistant general freight agent, Washington, D. C. Mr. Manley goes to the Southern from the **Piedmont & Northern** where he has been engaged in freight traffic work at Charlotte, N. C.

**SOUTHERN PACIFIC.**—**C. A. Allen,** assistant auditor—freight accounts, San Francisco, appointed auditor of revenue accounts, succeeding **H. J. Kihn,** who retired Oct. 31.

**UNION PACIFIC.**—**W. B. May,** traffic agent, New York, named foreign freight agent there, replacing **R. B. Grove,** appointed assistant to the secretary, New York. **John A. Cunningham** appointed general traffic agent, Lincoln, Neb., succeeding **John F. Turrentine,** who retired Oct. 31.

**WESTERN MARYLAND.**—Accounting Department changes effective Nov. 1 are included in the following: Financial—**E. P. Holland,** assistant controller; **T. R. Knight,** manager, financial accounting; **E. T. Martin,** budget accountant. Disbursement and Machine Accounting—**E. G. Reese,** assistant controller; **R. S. Martin,** manager, disbursement accounting; **C. R. Madden,** manager, machine accounting. Revenue Accounting—**R. C. Urich, Jr.,** manager, Revenue division; **A. J. Burns,** manager, revenue accounting. Staff—**J. G. Grimmer,** director of taxes; **R. W. Long, Jr.,** manager, audits and procedures.

## Supply Trade

**B. C. Walters,** director of the **Railway Educational Bureau,** Omaha, Neb., since March 1960, has been appointed western editor, **Railway Age,** Chicago, effective Nov. 1. He succeeds **Gus Welty,** who resigned to become editor of the Greensburg (Pa.) Tribune Review. **William V. Tuite,** regional news editor, Chicago, has been promoted to transportation editor there.

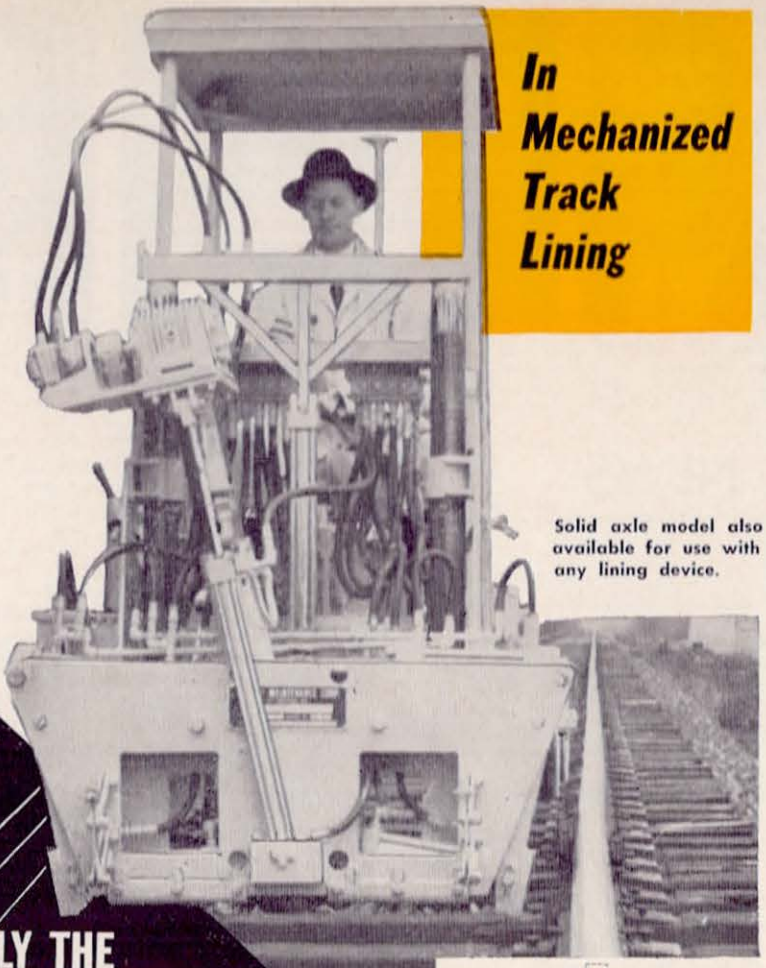
**Alan R. Cripe** has been appointed to the new position of manager, metropolitan transportation and container systems markets for **Reynolds Metals Co.,** Richmond, Va. Mr. Cripe was architectural design coordinator for Reynolds. He was formerly director of design for the **Chesapeake & Ohio** where he was active in the development of light weight trains.

**O. L. Adkins** has been appointed products manager, railroad sales, **Aeroquip Corp.,** Jackson, Mich. Mr. Adkins will continue to supervise sales of the Marman line of clamps and FLEXMASTER pipe couplings to locomotive manufacturers. In addition he now assumes sales supervision for all other railroad products.

**Vapor Corp.** has acquired the business and assets of the **Transit Division** of **National Pneumatic Co., Inc.,** which will become the **National Pneumatic Division** of **Vapor Corp.**

**Union Tank Car Co.** offices, formerly at 228 N. LaSalle, Chicago, are now located in the Union Tank Car Building, 111 West Jackson Blvd., Chicago 4.

**Leonard C. Rose,** executive vice president, **Colorado Fuel & Iron Corp.,** has been elected president and director, succeeding **Alwin F. Franz,** who has been named chairman of the board. **Charles Allen, Jr.,** chairman since 1945, becomes chairman of the Executive



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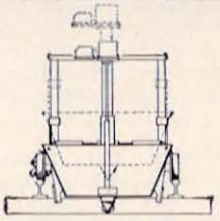
Solid axle model also available for use with any lining device.

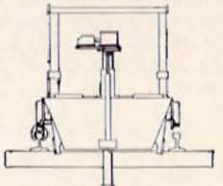
ONLY THE LINEMaster WORKS WITHOUT DISTURBING THE SURFACE

With sufficient lining speed to keep pace with the fastest mechanized gang, LineMaster exerts a horizontal push at base of the rail. It *does not* use weight of the rail for an anchor . . . and there is *no tendency to raise the rail and disturb the surface.*

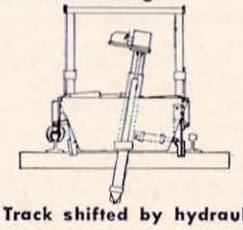
May we discuss LineMaster performance with you?



• Positioned at desired crib.



• Spud lowered to secure anchor for lining.



• Track shifted by hydraulic pressure.

Railway Maintenance Corporation

BOX 1888 PITTSBURGH 30, PA.


Committee.

**W. W. Leonard** has been appointed manager, tubular sales, Western division. **D. W. Kelly** has been named assistant to manager, tubular sales.

**Vernon Louis Hedges** has been appointed microwave sales and engineering representative, Microwave Systems Division of **Alpha Corp.**, division of **Collins Radio Co.**, at Galion, Ohio. Mr. Hedges formerly served for 12 years in the Communications department of the **Pennsylvania** in Chicago and prior to joining Alpha was with the North Electric Co.

**L. B. Foster Co.** is expanding its sales staff, warehousing and fabricating operations in the Cleveland area. **D. M. Middleton,** sales manager, Pittsburgh regional office, will be the new manager of Cleveland operations. **J. D. Spink,** formerly with the company's Pittsburgh operations, will be the Cleveland area representative specializing in sales of construction products, and rail and track accessories.

**Carlisle R. Slater,** works manager, **National Castings Co.**, Melrose Park, Ill., has been appointed vice president—operations and engineering, Transportation Products Division, Cleveland, Ohio.

**W. C. Landis,** vice president and general manager, Air Brake Division, **Westinghouse Air Brake Co.**, retired Oct. 1.

The **Artnell Co.** of Chicago has purchased the **National Seating Co.** of Mansfield, Ohio, manufacturer of transportation seating. **R. G. Brooks,** president of National Seating, and **Dan Cross,** vice president—sales, will continue in those capacities.

## OBITUARY

**E. Tinsley Amis,** 59, auditor of disbursements, **Seaboard,** died suddenly Oct. 25 of a heart attack.

**George H. Albach,** 69, who retired in 1956 as controller, **New York Central System,** died Oct. 27 on the Central's Twentieth Century Limited en route to Chicago.

**John A. Brossart,** retired assistant general superintendent equipment of the **New York Central,** died Oct. 25.

**Rex E. Hallawell,** who retired in 1956 as general manager, **Southern Pacific,** died Sept. 11 at Palo Alto-Stanford Medical Center. At the time of his death he was working with the government of Brazil on the building of a railroad to handle heavy metal ores.

**John A. Halpin,** 58, sales manager, Central region, **Rutland,** died Oct. 22 at his home in Rutland, Vt., following a heart attack.

**Fred N. Hicks,** 79, retired passenger traffic manager, **Milwaukee,** died Oct. 24 at St. Petersburg, Fla.

**W. W. Judson,** 70, who retired in 1954 as vice president—operating department, **Northern Pacific,** died Oct. 22 in Los Gatos, Calif.

**H. Granville Tilghman,** 54, special representative, public relations department, **Seaboard,** died Oct. 28 at his home in Richmond, Va.

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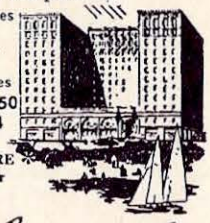

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# TAA Sees 1962 as 'Critical'

The Transportation Association of America foresees an intensified "fight for survival" by regulated for-hire carriers.

The general feeling at a TAA board meeting in Washington last week, said the association's president, George P. Baker, was that "all those with a stake in transportation—carriers, shippers and investors—are consolidating their forces" for the fight.

"Next year is recognized as critical for transportation," he added. Mr. Baker, who is professor of transportation at the Harvard Graduate School of Business Administration, said TAA is "particularly concerned over the recent statement by a prominent labor leader [TWU's Michael Quill] that nationalization of all forms of transportation offers the only solution to the problems of our currently sagging transportation system."

Mr. Baker observed: "Nationalization of one or more modes of transportation would be a retreat by the United States from supporting those private enterprise principles on which it has developed a position of world leadership."

The association adopted two recommendations for combatting illegal for-hire trucking:

"1. Each state should uniformly adopt a law making it illegal for a carrier to perform a for-hire transportation service on the public highways of the state without having secured appropriate authority from the Interstate Commerce Commission, if required, and without also registering such authority with the state.

"2. Federal legislation should be enacted calling for recording with the ICC of motor vehicles engaged in for-hire transportation of commodities exempt from regulation under the Interstate Commerce Act."

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**ATLANTIC COAST LINE.**—50¢, quarterly, payable Dec. 12 to holders of record Nov. 3.

**ELMIRA & WILLIAMSPORT.**—common, $1.16½, semiannual, paid Nov. 1 to holders of record Oct. 20; preferred, $1.62, semiannual, payable Jan. 2, 1962, to holders of record Dec. 20.

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# You Ought To Know...

**A new $750,000** rail unloading and loading facility at the Chicago stockyards was used for the first time Nov. 5 as Rock Island's "T-Bone Special" delivered 60 cars of prize cattle for auction. Six Pullman cars at the head end of the 11th annual "T-Bone Special" carried 120 cattle owners riding herd on their livestock.

**American Steel Foundries** plans to change its corporate name to AMSTED Industries, Inc. Change is subject to stockholders' approval at the annual meeting next Jan. 23. To preserve the "substantial commercial value" of the 60-year-old American Steel Foundries name, the Transportation Equipment Division and the Hammond Division will be operated as American Steel Foundries, Inc.

**"Science Rides the High Iron"** is the title of a new 25-minute color movie produced by the AAR and now available for public showing by arrangement with the association or member railroads. The picture shows how railroads have teamed up with scientists and engineers in a multi-billion-dollar program to modernize and improve operation and service through technological developments.

**The St. Lawrence Seaway** "will fail by over 10 million tons to achieve the 33 million tons estimated for the third season of operations," Austin J. Tobin, executive director of the Port of New York Authority, told the New York Chamber of Commerce. "Everything that those of us who opposed the Seaway predicted, with respect to its costs, its traffic, its toll structure, its inadequate capacity at the Welland Canal bottleneck and its lack of fundamental economic justification have proven to be true," said Mr. Tobin.

**RPI's Industry Outlook Conference** will be held at Chicago's Hotel Conrad Hilton Nov. 16. Panelists will be P&LE President J. W. Barriger; Rudolph H. Breeder, chief engineer system, Santa Fe; Theodore L. Carlson, superintendent of signals, C&O; John S. Fair, general manager, purchasing and stores; PRR; John W. Hawthorne, chief mechanical officer, ACL; and Larry S. Provo, vice-president and controller C&NW. RPI's two-day annual meeting will be concluded Nov. 17.

**Shortages** of wide- and double-door box cars for mechanical loading of West Coast lumber and plywood have led Oregon Governor Hatfield and Congressman Durno to ask the ICC to order such cars to be returned to owning western lines, "loaded or empty." Lack of such cars, they told the Commission, is costing Oregon lumber producers more than $2,000,000 a year because mechanical loaders cannot be used without them.

**The National Safety Council** has launched a nationwide campaign to reduce the number of motor vehicle-train accidents, which "annually destroy more than 1,300 lives, cause 3,500 disabling injuries, and result in losses of millions of dollars." An educational campaign aimed primarily at private-auto owners will be directed by a new 38-member Committee on Motor Vehicle Traffic Safety at Railroad Grade Crossings.

**Discontinuance** of Southern's passenger trains 13 and 16 between Greensboro and Goldsboro, N. C. —the last in an east-west direction—has been recommended by an ICC examiner. Southern claims it will save $122,837 a year, a sum equivalent to its out-of-pocket loss in 1959.

**Unanimous support** of the railroad industry's Magna Carta for Transportation has been voted by the board of directors of the American Railway Car Institute. ARCI Executive Vice President Walter A. Renz called the railroads "a vital national resource," yet noted that the car fleet is in its worst state since the depression of the 1930's.

**Coach-class tickets** are being honored for the purchase of space in standard sleeping cars between St. Paul and Seattle on NP's "Mainstreeter" for the fourth straight year. The plan became effective Oct. 5 and will continue through May 15, 1962.

**"Levatrain"**—the air-supported vehicle being developed by Ford Motor Co. for possible high-speed rail passenger service—will be the subject of a presentation at the Nov. 16 meeting of the Southern & Southwestern Railway Club at Atlanta's Dinkler Plaza Hotel. D. J. Jay, Levacar research engineer, will make the presentation, which will include a working model of a 200-passenger car.

**A half-hour film** entitled "Daily Miracle" has been prepared by the New York City Transit Authority to explain the behind-the-scenes operations of the city's subway and bus system. Ten months in the making, the film is designed to explain to both the 35,000 employees of the system and its 6,000,000 daily riders what goes on in the shops and yards between rush hours as well as the actual transportation task. A print of the film may be borrowed free from NYCTA's Public Relations Dept., 370 Jay Street, Brooklyn, N. Y.

**Manufacturers** of material-handling equipment are now doing a billion-dollar-a-year business, Bert E. Phillips, vice president of Clark Equipment Co. and general manager of its Industrial Truck Division, told the Material Handling Institute at White Sulphur Springs, W. Va. Mr. Phillips, new president of MHI, said the "advent of automation and containerization, coupled with the growing trend toward industrial modernization, promises new fields in all segments of the material handling equipment manufacturing industry."

**The 1962 annual meeting** of the Accounting Division, AAR, will be held June 11-13 at Chicago's Edgewater Beach Hotel. Chairman of the 1962 committee on arrangements is David R. Arnold, vice president and general auditor, Rock Island.

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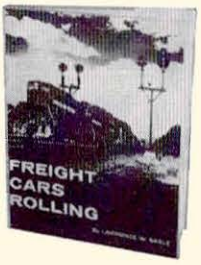


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A separate section is devoted to operating problems, and covers the work of the train conductor, schedules, train orders, the function of the classification yard and the break-bulk station, moving fast freights over the rails, and similar subjects which give the reader an inside view of this aspect of American transportation.

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# RRs Attaining Essential Unity

Railroads—as we see it—have appreciably strengthened the effectiveness of the case they are presenting to responsible public authorities by their frank acknowledgement of differences of opinion among themselves over some details—while they put their main emphasis on the fundamental accord they have attained among themselves on basic principles.

A timely contribution to this mature approach to common railroad problems—which have different degrees of impact in various areas—came in an address by Vice President F. E. Martin of the Illinois Central on October 24. Speaking in Chicago on the handling of the commuter problem, he said:

"Although Chicago has its commuter and traffic congestion problems, I believe it is much more fortunate than any of the other large cities of this country and that this is primarily due to its commuter railroads. . . . But, as in other cities which have railroad commuter service which is dying on the financial vine, that very same thing is happening in Chicago."

He went on to advocate a program of tax reduction, fewer regulatory restraints on fare and schedule adjustments, and arrangement by the Chicago Transit Authority to "feed rather than bleed" the local railroads' suburban services.

On the very next day, Chairman Perry Shoemaker of the Erie-Lackawanna, addressing Eastern governors on behalf of railroads in that area, put forward a program for dealing with commuter problems in Eastern territory which was in no sense in contradiction to Mr. Martin's recommendations for his community. The Shoemaker proposals, to be sure, called for a greater degree of cooperative action by state and local authorities—as would be expected because of the much larger deficits being incurred in the East by railroads in much more critical financial condition. Nevertheless, there was no demand on his part that the federal treasury bail out the commuter railroads. Indeed, in reply to a question from one of the governors, he stated specifically that this problem was one for state and local governments to handle.

In their comprehensive presentation of railroad problems to the Eastern area governors (RA, Oct. 30, p. 55), the railroad spokesmen (Messrs. Langdon of the B&O, Shoemaker of E-L, Perlman of NYC, Saunders of N&W, Greenough of PRR, Mackie of the Eastern Presidents Conference) adhered strictly to the Magna Carta program of the Association of American Railroads.

One of the governors asked Mr. Greenough if he could clarify the advocacy by Eastern railroads of a federal department of transportation at the Cabinet level—and the opposition to this proposal by some of the Western lines. Mr. Greenough stated simply that this was a question on which unanimity of railroad opinion had not been achieved—not only as between Eastern lines and those of other territories, but, even in the East, railroads are not unanimous in favoring this innovation.

## RIGID "PARTY LINE" UNNEEDED

Now what is so distressing about lack of railroad unanimity on such a question as this? If railroads were to come up with a long program, alleging complete agreement on the part of 50 or more top-flight executives of larger railroads on every item, such a degree of "party line" accord would arouse justifiable suspicion. The fact that railroad leaders are candid enough to acknowledge some differences as to detail serves only to verify, beyond any question, their thorough accord on their basic recommendations. And there is no lack of unity whatever among them as to the basic *facts*—utterly unjustifiable discrimination among the various modes of transportation in taxation, in regulation, and in their degree of self-support. The appalling figures which substantiate these facts were presented in detailed tabulations to the governors by Mr. Greenough—the same facts and figures set forth so clearly on a national basis in the AAR publication, "The Gathering Transportation Storm."

Thus, dissemination of vital information goes forward, with appropriately increasing intensity. This is all to the good. Being ourselves, sometimes, even more pro-railroad than the leaders of the industry itself, we believe that, even if all proposed corrective measures were adopted, railroads would still suffer a handicap in the ease with which other forms of transportation raise their capital (i.e., by a mere legislative appropriation). We'd also like to see a stepped-up counter-campaign (as has been initiated by President Roddewig of the Western Railways) in defense of railroad rate-making freedom—which is being so systematically misinterpreted in propaganda campaigns by truckers and water carriers.

These thoughts are, however, a mere gilding of the lily—a counsel of perfection. Railroads are really developing power and velocity in their educational campaign. They are bound to achieve worthwhile victories if they keep the heat on incessantly, and are not diverted by relatively unimportant differences of opinion as to details.

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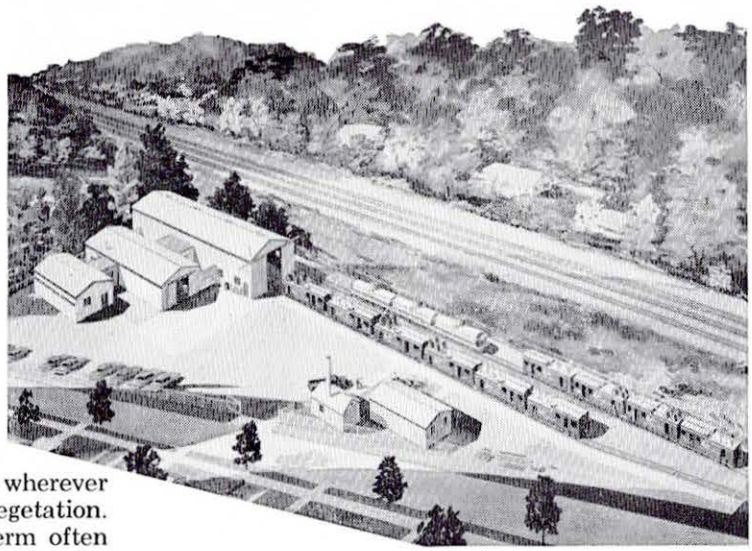

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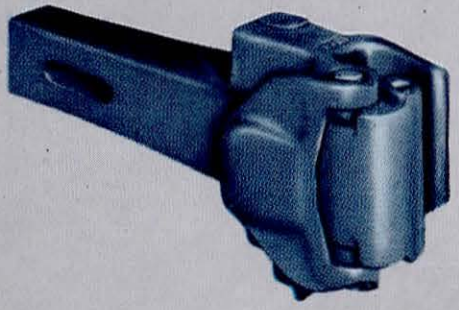

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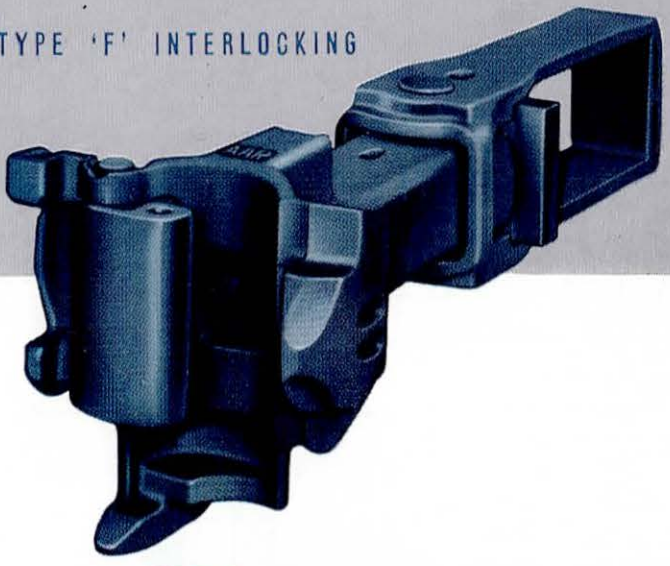

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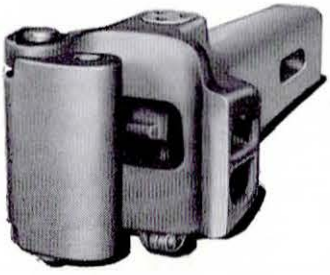

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